

The Delaware and Hudson Canal Company
Addendum IV (December 31, 2021) to
S. Robert Powell's Twenty-four Volume Series on the
Delaware and Hudson Railroad



Delaware and Hudson No. 2312 northbound, passing under the Dundaff Street Viaduct in Carbondale, PA, May 27, 1978. Photo by Mike Bischak, Simpson, PA.

By

S. Robert Powell

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334 pages

Introduction

Collecting, preserving, and interpreting D&H artifacts is a never-ending process, as is the writing of the history of (1) the Delaware and Hudson Canal and Gravity Railroad in the nineteenth century, and (2) the Delaware and Hudson Railroad in the twentieth century and beyond.

Remarkably, unpublished photographs, texts, research reports, first-person accounts, artifacts, and documents about the D&H continue to surface. At the same time, careful examination of existing D&H materials of all kinds brings to light data that were “unseen” by previous D&H historians. In addition, new first-person accounts by credible witnesses are recorded and new scholarly articles are written as present-day historians focus on the Delaware and Hudson Canal Company (and its Canal and Gravity Railroad) and the Delaware and Hudson Railroad.

All of those “new” data about the D&H that are learned / discovered annually must be captured / preserved / recorded for the record before they are lost forever. To that end, we have produced, therefore, *Addendum IV*, which, like *Addendum I*, *Addendum II*, and *Addendum III*, is to be seen as a repository for data that will one day be incorporated into the author’s twenty-four volume history of the D&H that was written and published in the period 2014-2018.

We are pleased to express here our thanks to the many individuals who have made available for publication here of important new or previously unpublished material about the D&H. All of those “contributors” to this published record of the D&H are named in the 135 “entries” in this 334-page document.

This volume, *Addendum IV (December 31, 2021) to S. Robert Powell’s Twenty-four Volume Series on the Delaware and Hudson Railroad*, like all of the volumes and all of the articles on the history of the D&H that we have written in the past seven years, can be read on-line at *InternetArchive.org*. The titles of all of those books and articles are listed in “Delaware and Hudson Railroad Bibliography / Books and Articles by S. Robert Powell,” as follows:

A. Books:

Twenty-eight volumes, illustrated, on the history of the Delaware and Hudson Gravity Railroad and the Delaware and Hudson Company by S. Robert Powell. There are 11,769 pages in the 28 volumes. Each volume is a separate book in an electronic format (one or more pdf files) on one archival DVD. To read, insert each disc into a computer and scroll through the text.

- I. *Gravity Railroad: 1829 Configuration*
271 pages, illustrated, ISBN: 978-0-9903835-0-5
- II. *Gravity Railroad: 1845 Configuration*
267 pages, illustrated, ISBN: 978-0-9903835-1-2
- III. *Gravity Railroad: 1859 Configuration*
493 pages, illustrated ISBN: 978-0-9903835-2-9

- IV. *Gravity Railroad: 1868 Configuration*
601 pages, illustrated, ISBN: 978-0-9903835-3-6
- V. *Gravity Railroad: 1899 Configuration*
291 pages, illustrated, ISBN: 978-0-9903835-4-3
- VI. *Waterpower on the Gravity Railroad*
144 pages, illustrated, ISBN: 978-0-9903835-5-0
- VII. *Working Horses and Mules on the Gravity Railroad*
226 pages, illustrated, ISBN: 978-0-9903835-6-7
- VIII. *Passenger Service on the Gravity Railroad*
360 pages, illustrated, ISBN: 978-0-9903835-7-4
- IX. *Farview Park*
290 pages, illustrated, ISBN: 978-0-9903835-8-1
- X. *The Steam Line from Carbondale to Scranton (the Valley Road)*
341 pages, illustrated, ISBN: 978-0-9903835-9-8
- XI. *The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)*
354 pages, illustrated, ISBN: 978-0-9863967-0-0
- XII. *Reaching Out: D&H Steam Lines beyond the Lackawanna Valley*
687 pages, illustrated, ISBN: 978-0-9863967-1-7
- XIII. *Troubled Times—the 1870s*
291 pages, illustrated, ISBN: 978-0-9863967-2-4
- XIV. *Carbondale Stations, Freight Houses, and the Carbondale Yard*
241 pages, illustrated, ISBN: 978-0-9863967-3-1
- XV. *Locomotives and Roundhouses*
465 pages, illustrated, ISBN: 978-0-9863967-4-8
- XVI. *Rolling Stock: Freight and Passenger*
475 pages, illustrated, ISBN 978-0-9863967-5-5
- XVII. *Anthracite Mining in the Lackawanna Valley in the Nineteenth Century*
741 pages, illustrated, ISBN 978-0-9863967-6-2
- XVIII. *Breakers*
710 pages, illustrated, ISBN 978-0-9863967-7-9

- XIX. *The Stourbridge Lion*
432 pages, illustrated, ISBN 978-0-9863967-8-6
- XX. *The Honesdale Branch of the D&H*
386 pages, illustrated, ISBN 978-0-9863967-9-3
- XXI. *The Anthracite Coal Strike of 1902*
289 pages, illustrated, ISBN 978-1-5136-2662-8
- XXII *The People: the D&H, the Community*
518 pages, illustrated, ISBN 978-1-5136-2665-9
- XXIII *The Quality of Life in the Lackawanna Valley in the Nineteenth Century*
672 pages, illustrated, ISBN 978-1-5136-2664-2
- XXIV *The Birth and First Maturity of Industrial America*
634 pages, illustrated, ISBN 978-1-5136-2666-6
- XXV *Delaware and Hudson Railroad, 2018*
Addendum I (December 31, 2018) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad. 444 pages
- XXVI *Delaware and Hudson Railroad, 2019*
Addendum II (December 31, 2019) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad. 412 pages
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B. Articles:

All of the articles about the D&H by S. Robert Powell that are listed below have been published in the *Bridge Line Historical Society Bulletin*, the premier periodical at present on the Delaware and Hudson Railroad and Canal.

1. "The Four D&H Car-Building Contests" (May 2018, p. 7)
2. "The Four Carbondale D&H Roundhouses" (June 2018, pp. 8-10)

3. "More on Owney, the Celebrated Traveling Dog" (July 2018, p. 6)
4. "D&H Challenger #1502 on the Carbondale Turntable" (September 2018, pp. 12-13, 15)
5. "How Did Owney Die?" (October 2018, p. 6)
6. "Photos of the 1925 D&H Car-Building Contest" (October 2018, pp. 12-13)
7. "The D&H Gravity Railroad: Five Configurations (Part 1)" (November 2018, pp. 11-12)
8. "The D&H Gravity Railroad: Five Configurations (Part 2)" (December 2018, pp. 12, 14)
9. "The D&H Gravity Railroad: Five Configurations (Part 3)" (January 2019, pp. 8-10)
10. "The D&H Gravity Railroad: Five Configurations (Part 4)" (February 2019, pp. 16-17, 20-21)
11. "The D&H Gravity Railroad: Five Configurations (Part 5)" (March 2019, pp. 12-14, 20)
12. "Industrial Archaeology 101: What Are We Looking At?" (April 2019, pp. 8-10). This is an article about the Honesdale and Clarksville Turnpike and the D&H Gravity Railroad.
13. "The Saratoga Express" (May 2019, pp. 7, 10)
14. "The Boston Express" (June 2019, p. 16)
15. "D&H Baseball: An Introduction" (July 2019, D&H baseball player on cover, article, pp. 16-17, 19)
16. "Roebling's System of Anchoring the Cables on the Four D&H Aqueducts" (September 2019, pp. 16-17, 21, 28)
17. "The Birth of the D&H as a Steam Railroad" (October 2019, pp. 16-17, 19)
18. "Compression and Tension in the Four Roebling D&H Aqueducts" (November 2019, pp. 16-18, 20-21)
19. "Use of Conglomerate Rock in the D&H Canal and Gravity Railroad (Part 1)" (December 2019, pp. 16-18)
20. "Use of Conglomerate Rock in the D&H Canal and Gravity Railroad (Part 2)" (January 2020, pp. 16-18)

21. "The D&H Flat-Land Gravity Railroad" (February 2020, pp. 12-13)
22. "The Legal Battle between the D&H and the Pennsylvania Coal Company," (March 2020, pp. 16-17)
23. "Regular Passenger Service on the D&H Began in 1860" (April 2020, pp. 16-18)
24. "It Wasn't Only Anthracite Coal that Was Transported on the D&H Canal" (May 2020, pp. 15-16, 30)
25. "The Seven Photographic Series of Ludolph Hensel" (June 2020, pp.16-17, 19)
26. "The Two Trestles on the Jefferson Branch of the Erie Railroad" (July 2020, pp. 12-15, 17, 21)
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28. "The Ararat Cut on the Jefferson Branch of the Erie Railroad" (October 2020, pp. 16-18)
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31. "The D&H Gravity Railroad: 1845 Configuration--Level No. 4, Plane No. 5" (January 2021, pp. 15-17, 22)
32. "The Telegraph and the D&H" (February 2021, pp. 15-17, 35)
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S. Robert Powell
Carbondale, PA

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1. Managing the ice inside the Belden Hill tunnel: On September 8, 2020, Stan Short, in the Delaware and Hudson Railroad Facebook group posted the photo show below with this note:

“I assume that this piece of D&H equipment located at Tunnel, NY on Sept. 15, 1976 was to work on the inside of the tunnel. I thought it was pretty neat.”



Bill Baker: “I believe they used that to chip ice that formed inside the tunnel.”

Mike Bischak, September 10: “The icicle breaker seems to be mounted on a cart pulled by a track speeder. The D&H also had a gondola with a rack welded to it to do the same job. I never got a photo of it though. They even had an AICo RS3 with bars welded to the cab roof to clear icicles too. That engine was gone before I started taking photos.”

2. Gordon David, in the Facebook D&H group, posted on September 10, 2020, the photo given below of the D&H station at Thompson on the Jefferson Branch.

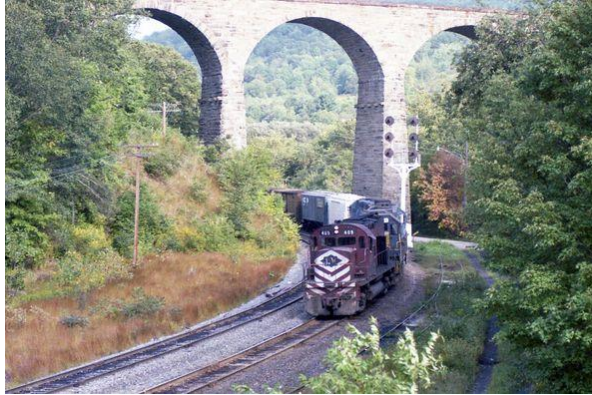


“Thompson station and Ex-Lehigh Valley C420 409 still in LV paint (and never repainted by the D&H) leads a northbound by the old Thompson, PA station on the D&H Penn Division. Summer of 1980.”

Joe O'Mara: “Yes [it is welded rail]. The Penn Division was the first on the D&H to get CWR.”

Frank Garon: “Yes [the grades on the line were steep and], almost everything both ways required pushers. Many nights I remember having two pusher sets out at the same time”.

Gordon Smith also made the following post on D&H Railroad Facebook group on September 10:



“The two Starruccas. A northbound with engines 409-7318-7420-7320 is first seen running under the Starrucca Viaduct passing LS Cabin in Lanesboro, PA. The old Erie/EL/Conrail and now only the NYSW pass above. The second shot is the same train about 10 miles south of the viaduct crossing the Starrucca Creek on the high trestle at Starrucca, PA. Summer of 1980”

Note by S. Robert Powell (but not posted on Facebook): Yes, Lanesboro, on the left, but that is not “Little Starrucca” on the right. It’s the Harpursville trestle over the Wylie Brook. In addition, it’s not the same train in the two photos. Over a hundred members of the D&H group have looked at this post, and not one of them has caught this error. I will not point out Gordon Smith’s error on Facebook because he is a “big deal” in D&H circles and I don’t want to publicly point out his error.

The Jefferson Branch of the Erie (Carbondale to Brandt closed in 1982; Brandt to Nineveh Junction and the Jefferson Connection to Conrail was abandoned in 1986, after the Belden Hill Tunnel on the Susquehanna Division was enlarged) was single-tracked from 1870 to the spring/summer of 1888, when it was double-tracked. The Harpursville trestle was single-tracked.

3. Drovers on freight trains and the drovers’ caboose:

Given here is an account (brought to our attention by Mike Bischak) of a DL&W wreck at Nay Aug, PA, on September 11, 1899 (*The New York Times*, September 1899), in which two brakemen, who were riding in the caboose, were killed. Five other men in the caboose, three railroaders and two drovers, all escaped injury, excepting Conductor John Kearney, who received an abrasion of the head, and Brakeman Patrick Cavanaugh, who had his hand cut. Here is that account:

“WRECK ON THE LACKAWANNA
Local Train Strikes a Freight - Two Brakemen Killed.

SCRANTON, PA, Sept. 11. - A coal train on the Delaware, Lackawanna and Western dashed into the rear end of a freight train just as it had pulled out of a switch at Nay Aug, five miles south of here, to-night, wrecking the caboose of the freight train and killing two of its seven occupants. The killed are Joseph Parry and Patrick Mullen, both brakemen. / There were five other men in the caboose, three railroaders and two drovers, but all escaped injury, excepting Conductor John Kearney, who received an abrasion of the head, and Brakeman Patrick Cavanaugh, who had his hand cut."

THE DROVERS' CABOOSE: It's important to remember that the drovers' caboose was a unique and important part of American railroading tied to the shipment of livestock, such as cattle and sheep. In 1906 Congress passed a law that required the feeding and watering of livestock on trains every 28 hours. Since most such shipments took longer than that, the railroads had to carry drovers, men who handled the livestock, along with those trains to comply with the law.

Here is a very interesting account, published on-line, of the drovers' caboose by Martin E. Hansen: "The drovers' caboose was much longer than a typical caboose, because it served not only the train crew, but also the drovers assigned to watch after the livestock in shipment from the ranch to the processing plants. These cabooses had two separate sections. The rear section was the standard railroad crew portion with cooking and sleeping accommodations as well as the cupola or bay window. The front section was reserved for the livestock drovers.

These cabooses appeared usually in stock trains where the entire train was made up of livestock cars. They were also used on occasion when large shipments of livestock were mixed in with other freight. The drovers' cabooses were always kept on the rear of the train since the cars' primary purpose was still to serve as quarters for the conductor and brakemen and only secondarily as quarters for the drovers."

Two interesting comments from readers of Hansen's account and a comment from Mike Bischak:

Wade Wiegert: Some railroads used old passenger cars for drovers that were separate from the caboose.

William Dahlste: As a boy, I heard old farmers talk of riding the caboose to Chicago. They traveled to the stockyards with their livestock shipment, collected the proceeds from the sale and rode home on a scheduled passenger train.

Comment from Mike Bischak: I've heard of a drover's caboose. I don't think the D&H had any though. Haven't seen any listed in any of their equipment registers.



Missouri-Kansas-Texas drovers' caboose No. 350 shows off the car's extra length. The cars could accommodate extra riders overseeing livestock shipments.

4. Cooperation is the name of the game. Railroads are important, the property rights (and animals) of local landowners are also important. Nobody likes a bully.

Posted by Gordon Smith on September 11, 2020, in the Delaware and Hudson Facebook group:



“A coming and going shot of a northbound led by MEC 228-DH 7418-7607 going by the farm at Nineveh! What a pain in the butt that farmer was! When it was time to cross his cows from one side of the tracks to the other, he'd call and we had instructions to hold all trains until he called that the cows were clear of the tracks. And God forbid we hold a southbound at SW for a northbound and blocked his private crossing. In the middle of the night he'd call bitching!! He even got up on the engine, gun in hand, one night ordering the crew to move their train (I think Charles Klimet was the engineer...am I right Chuck?) Anyway, the railroad eventually built him a "tunnel" under the tracks so he could move his damn cows to pasture. And there were a couple

times a train came across a bunch of his cows that got out of the fence and met their end on the nose of the lead engine! I hear he's no longer in the farming business. Never a dull moment on the railroad!!

Ralph Balfourt: We had a woman farmer over near Okemo on the Green Mountain RR who would need to cross her cows over the track. Never had a problem with her; she was always pleasant to deal with.

5. "The Ararat Cut on the Jefferson Branch of the Erie Railroad" by S. Robert Powell, Ph. D. Here is a copy of the article as submitted for publication in the October 2020 issue of the *Bridge Line Historical Society Bulletin*:

The Ararat Cut on the Jefferson Branch of the Erie Railroad by S. Robert Powell, Ph. D.

When the Jefferson Branch of the Erie Railroad was constructed in 1869-1870, the trackage over Ararat Summit, twenty miles north of Carbondale, was believed to be the highest in Pennsylvania, the second highest trackage in the commonwealth being at Kane Summit on the Philadelphia and Erie Railroad. Bryce Blair, the chief engineer for the construction of the line, reported the elevation at Ararat Summit to be 2,075 feet above sea level.

When the Jefferson Branch was constructed, the topography of the top of the mountain at Ararat, in the area of the rail line, was modified significantly. None of the railroad historians who has written about the Jefferson Branch has recognized that fact. Those modifications are the subject of this article.

From Carbondale to Ararat, it was up hill all the way. As is well known, the grade in the Carbondale yard, from South to North, was 1.31percent. The northbound grade out of Carbondale was predominately 1.31 to 1.32 percent to a point north of Forest City, with a short section of 1.48 percent in the middle of that stretch. (From Carbondale to Forest City was the steepest part of the grade on the Jefferson Branch and it was on this portion of the line that a Forest City kicker was frequently used.) Once the northbounds got their trains to the Lackawanna River bridge near Stillwater Lake, the grade eased to less than 0.88 percent the rest of the way to Ararat. The northbound grade from the yard at Carbondale, PA to the top of Ararat Summit averaged a continuous 1.2 to 1.4 percent, but was 19 miles in length. The grade from Starrucca up to Ararat was 1.3 percent. The southbound grade, from Cascade Wye, near Lanesboro, PA, to the top of Ararat Summit was 1.3 to 1.5 percent, and was 17 miles long.

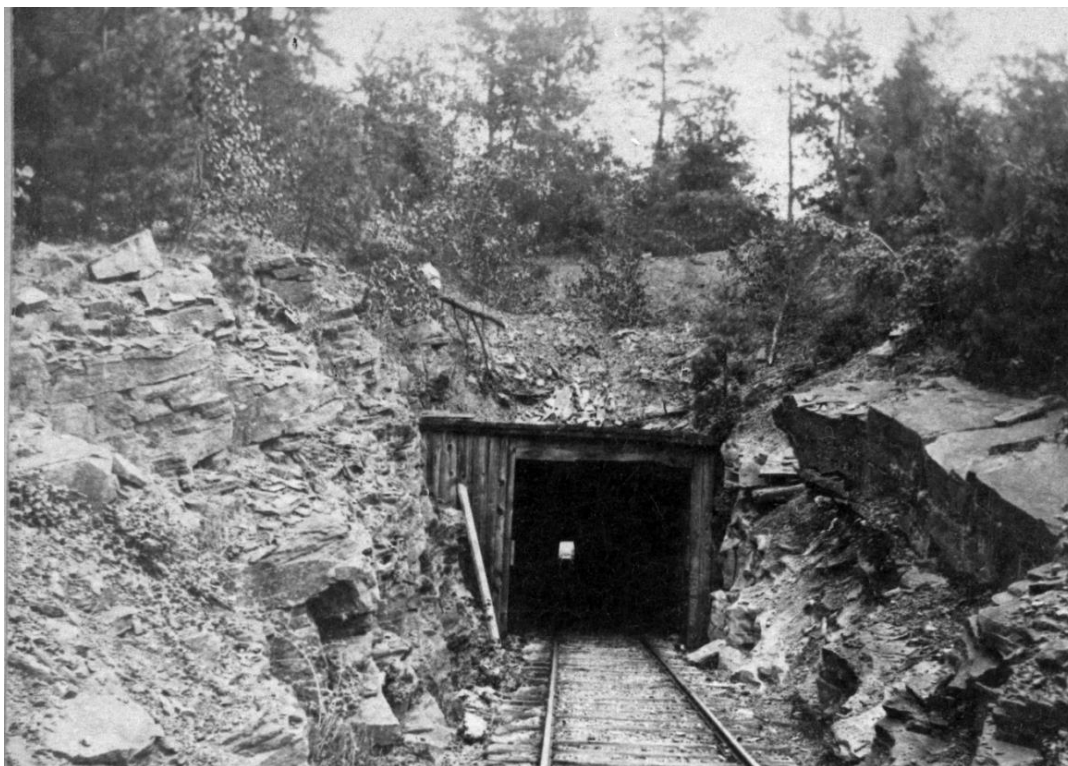
From Burnwood, the pathway of the rail line to the north is on the west side of Hathaway Lake and Romobe Lake (headwaters of the west branch of the Lackawanna River). At the north end of Romobe Lake, the rail line passed over Sinkhole Swamp, in a gentle curve to the northwest, on a high, long, and curved trestle (see the author's article on the two trestles on the Jefferson Branch

in the July 2020 issue, pp. 12-15, 17, 21). Having done so, the northern head of the line, as construction was proceeding, was near to what would ultimately be identified at MP 157, with Ararat Summit up ahead, 1,400 feet, but some 40 feet higher in elevation above sea level than MP 157. The rail line, clearly, could not be constructed upgrade 40 feet in slightly more than one fourth of a mile. How, then, could the rail line be established between those two points?

Knowing, as they surely did, that a tunnel through the top 40 feet of the mountain would be a construction and maintenance nightmare for a steam locomotive line, the railroad builders chose to make a clear-cut excavation through the top of the mountain. Most interestingly, this is the same question that the Pennsylvania Coal Company had to consider when the loaded track on the PCC Gravity Railroad was being constructed over the mountain above Dunmore in the late 1840s.

Plane No. 11 on the loaded track, which was 2,112 feet long, took the PCC Gravity line to the top of the mountain above Dunmore, and Level No. 11 carried it across much of the top of the mountain--but the top of the mountain was still not achieved. The question was asked: Do we install another inclined plane on the plateau at the top of the mountain or do we construct a tunnel through the remaining terrain to be crossed, and lengthen significantly Level No. 11? Given the fact that a single track, with cars moving downgrade by gravity, was needed, it is not surprising that the PCC chose the tunnel option--which would not be prohibitively costly to construct and would not require any additional manpower on Level No. 11.

Shown here is a photograph of the West portal of that tunnel, 755 feet long, on Level No. 11 on the PCC Gravity Railroad on the loaded track at the top of the mountain above Dunmore. This level, the longest one on the PCC loaded track, started on the top of the mountain above Dunmore. It then passed through this tunnel, heading east towards Hawley, and ran for 75,554 feet. Passengers boarding the PCC line at Dunmore were, in effect, treated to a 14.3 mile-long roller coaster ride, beginning on the top of the mountain at Dunmore and passing through the pristine forests and farm lands of Wayne County on their trip to Hawley. (The longest level on the PCC light track, from Hawley to Port Griffith, was the level on Plane 21, which ran from Wimmers to Avoca, and was 109,402 feet long (20.72 miles.)



The Tunnel on Level No. 11 on the Pennsylvania Coal Company Gravity Railroad.

To cross the top of the mountain at Ararat, the Erie construction team, under the direction of Bryce Blair, made, therefore, an extensive cut, below the surface grade, across the mountain top. The open-cut excavation, $\frac{1}{4}$ mile long, extended from MP 157 through the top of the mountain to the point where the descent toward Thompson begins (and the ascent from Lanesboro ends).

This immense cut can be seen in a great many remarkable photographs of rail traffic at Ararat Summit, which was one of the three most frequently photographed sites on the Jefferson Branch (the other two were on the northbound track, the one just above the Viaduct in Simpson, and the other north of Forest City in the Stillwater Lake area). Shown here is a photograph in the BLHS archives of a southbound freight, assisted by two Challengers (No. 1530 in the lead), in this immense cut at Ararat.



A southbound freight, assisted by two Challengers (No. 1530 in the lead), in this immense cut at Ararat.

YD tower, on the southbound track, is seen in this view, looking north, at Ararat, in the $\frac{1}{4}$ mile long cut that was made here through the top of the mountain in order to lessen the height of the grade on the loaded track over the mountain. To appreciate the enormous size of this cut, compare the size of the Challengers, the yard tower, the yard tower building, the semaphore and telegraph poles with the depth and width of the cut itself. Similarly, keep in mind the height and length of the township road bridge (seen in a great many photos of this area but not in this one) that crossed this cut in the area where the present-day D&H Rail-Trail access point is now located (when the rail line closed, the bridge was removed and the cut in that area was filled in, the township road now passing over the cut on that fill).

At the south end of the cut, near MP 157, the embankments on both sides of the cut, these days, are small, but clearly visible (as they are at the north end of the cut). They increase rapidly in height as one moves north. At the Township Bridge site, the embankments are very high (the embankment on the west side of the cut here was re-worked extensively when the Rail-Trails entrance was installed). The embankments are highest between the Township Bridge site and the YD tower site (the exact location of which can easily be identified these days by a railroad historian with a trained eye).

The depth of the cut and the height of the embankments decrease in size as one moves north and the cut comes to an end a short distance to the north of the location shown in the Collins photo given here, where the northbound track began its descent towards Thompson (and ended its ascent from Carbondale), and where the southbound rail line began its descent towards Burnwood (and ended its ascent from Lanesboro).

To the immediate right (the east), at the north end of the cut, the turning wye at Ararat--where the steam locomotive pushers were turned--was located. Diesel pushers--from Lanesboro and from Carbondale--did not need to be turned on the wye. Instead, the engines were put in reverse, and using the crossover track between the main line tracks (one crossover track on the north side of the crest of the mountain, and one on the south side of the crest of the mountain) the diesels could then return from whence they came--either Carbondale or Lanesboro.

The Sinkhole Swamp today: Given the immense quantity of fill, from (1) the Ararat cut (the northern end of which was at the south end of the yard at Ararat; the southern end of which was near MP 157), (2) the periodic landslides at other sections of the Jefferson Branch, and (3) repeated stabilization initiatives of the rail line in that area made over the years, the Sinkhole Swamp eventually lost much of its swampy character and appearance. It is possible to walk through that area today, but it is not easy going, and wearing a good pair of boots is not a bad idea.

Visitors to the D&H Rail-Trail site at Ararat at present should note that the original Jefferson Branch roadbed and the D&H Rail-Trail separate just a short distance south of MP 157, the railbed, descending southwest through the Sinkhole Swamp and then south along the western shore of Romobe Lake, and on down to the south end of Hathaway Lake. This is not the present route of the D&H Rail-Trail through this area. At the point where the D&H railbed begins to descend through the Sinkhole Swamp area, the D&H Rail-Trail continues to the east and then goes south along the eastern shore of Romobe Lake and then curves to the South between Romobe Lake and Hathaway Lake to the foot of Hathaway Lake, where the D&H Rail-Trail then goes back onto the former D&H railbed.

Getting untold millions of tons of anthracite coal out of the ground in the Lackawanna Valley and shipping it to market in the nineteenth and twentieth centuries was not easy. If it was shipped via the D&H Gravity Railroad, it had to be raised 868 feet from the valley floor at Carbondale (1,079 feet above sea level) to the Gravity Railroad summit at Farview (1,947 feet above sea level) to get it to market. If it was shipped via the Jefferson Branch of the Erie Railroad, it had to be raised 996 feet from Carbondale (1,079 feet above sea level) to the Jefferson Branch summit at Ararat (2,075 feet above sea level) to get it to market. Hundreds of thousands of anthracite and railroad workers--from everywhere--made it happen, and because they did their jobs, and did them well, America became the leading industrialized nation in the world. We owe them a lot.

* * * * *

The above article was beautifully presented in the October 2020 issue of the *Bridge Line Historical Society Bulletin*, pp. 16-18:

For the Record

The Ararat Cut on the Jefferson Branch of the Erie Railroad

by S. Robert Powell, Ph.D.

When the Jefferson Branch of the Erie Railroad was constructed in 1869-1870, the trackage over Ararat Summit, twenty miles north of Carbondale, was believed to be the highest in Pennsylvania, the second highest trackage in the commonwealth being at Kane Summit on the Philadelphia and Erie Railroad. Bryce Blair, the chief engineer for the construction of the line, reported the elevation at Ararat Summit to be 2,075 feet above sea level.

When the Jefferson Branch was constructed, the topography of the top of the mountain at Ararat, in the area of the rail line, was modified significantly. None of the railroad historians who has written about the Jefferson Branch has recognized that fact. Those modifications are the subject of this article.

From Carbondale to Ararat, it was up hill all the way. As is well known, the grade in the Carbondale yard, from South to North, was 1.31 per cent. The northbound grade out of Carbondale was predominately 1.31 to 1.32 per cent to a point north of Forest City, with a short section of 1.48 per cent in the middle of that stretch. From Carbondale to Forest City was the steepest part of the grade on the Jefferson Branch, and it was on this portion of the line that a "Forest City kicker" was frequently used.

Once the northbounds got their trains to the Lackawanna River bridge near Stillwater Lake, the grade eased to less than 0.88 per cent the rest of the way to Ararat. The northbound grade from the yard at Carbondale, PA to the top of Ararat Summit averaged a continuous 1.2 to 1.4 per cent, but was 19 miles in length. The grade from Starrucca up to Ararat was 1.3 per cent. The southbound grade, from Cascade Wye, near Lanesboro, PA, to the top of Ararat Summit was 1.3 to 1.5 per cent, and was 17 miles long.

From Burnwood, the pathway of the rail line to the north is on the west side of Hathaway Lake and Romobe Lake (headwaters of the west branch of the Lackawanna River). At the north end of Romobe Lake, the rail line passed over

Sinkhole Swamp, in a gentle curve to the northwest, on a high, long, and curved trestle (see the author's article on the two trestles on the Jefferson Branch in the July 2020 *Bulletin*, pp. 12-15, 17, 21). Having done so, the northern head of the line, as construction was proceeding, was near to what would ultimately be identified at MP 157, with Ararat Summit up ahead, 1,400 feet, but some 40 feet higher in elevation above sea level than MP 157. The rail line clearly could not be constructed upgrade 40 feet in slightly more than one fourth of a mile. How, then, could the rail line be established between those two points?

PCC Gravity's solution

Knowing, as they surely did, that a tunnel through the top 40 feet of the mountain would be a construction and maintenance nightmare for a steam locomotive line, the railroad builders chose to make a clear-cut excavation through the top of the mountain. Most interestingly, this is the same question that the Pennsylvania Coal Company had to consider when the loaded track on the PCC Gravity Railroad was being constructed over the mountain above Dunmore in the late 1840s.

Plane No. 11 on the loaded track, which was 2,112 feet long, took the PCC Gravity line to the top of the mountain above Dunmore, and Level No. 11 carried it across much of the top of the mountain, but the top of the mountain was still not achieved. The question was asked: Do we install another inclined plane on the plateau at the top of the mountain, or do we construct a tunnel through the remaining terrain to be crossed, and lengthen significantly Level No. 11? Given the fact that a single track, with cars moving downgrade by gravity, was needed, it is not surprising that the PCC chose the tunnel option, which would not be prohibitively costly to construct and would not require any additional manpower on Level No. 11.

Included with this article (shown on page 17) is a photograph of the West portal of that tunnel, 755 feet long, on

Level No. 11 on the PCC Gravity Railroad on the loaded track at the top of the mountain above Dunmore. This level, the longest one on the PCC loaded track, started on the top of the mountain above Dunmore. It then passed through this tunnel, heading east towards Hawley, and ran for 755.54 feet. Passengers boarding the PCC line at Dunmore were, in effect, treated to a 14.3 mile-long roller coaster ride, beginning on the top of the mountain at Dunmore and passing through the pristine forests and farm lands of Wayne County on their trip to Hawley. The longest level on the PCC light track, from Hawley to Port Griffith, was the level on Plane 21, which ran from Wimmers to Avoca, and was 109,402 feet long (20.72 miles).

The Ararat solution

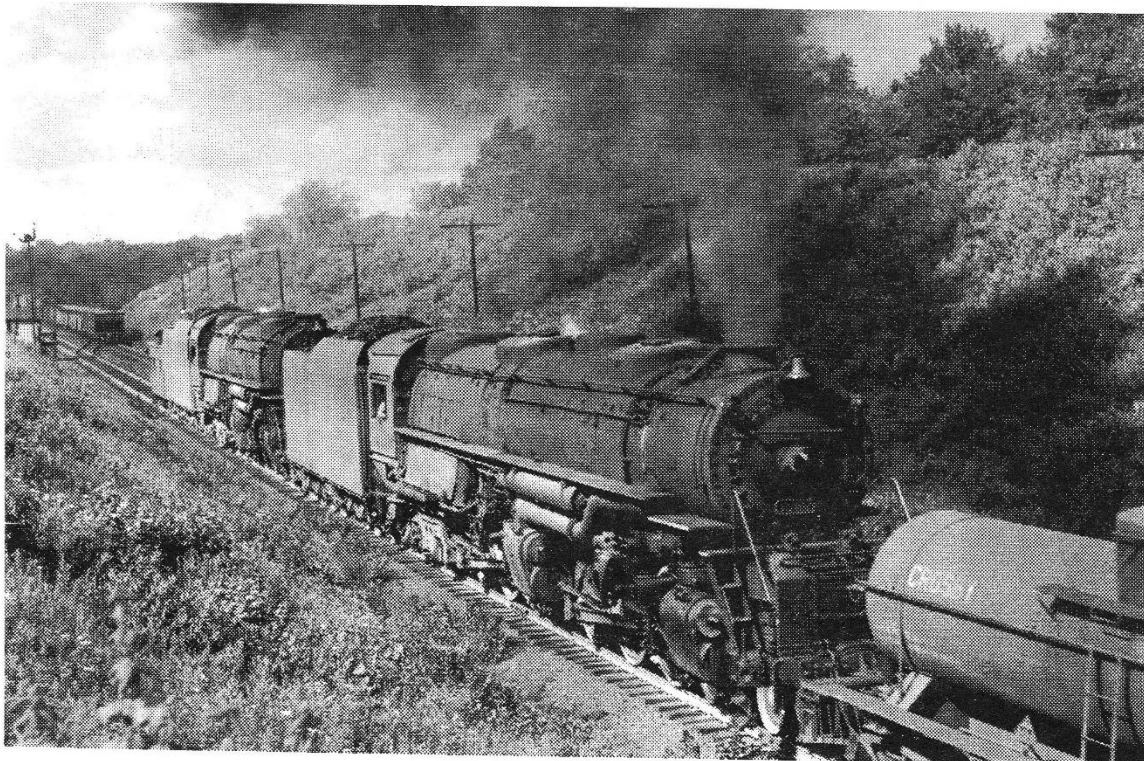
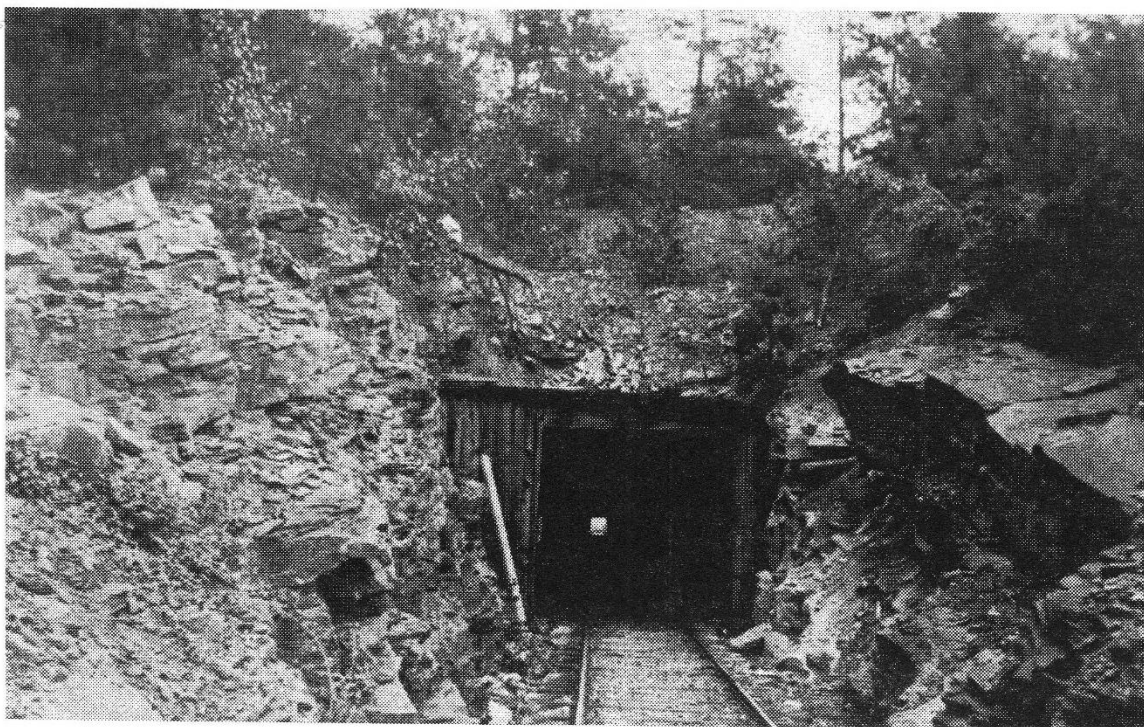
To cross the top of the mountain at Ararat, the Erie construction team, under the direction of Bryce Blair, made, therefore, an extensive cut, below the surface grade, across the mountain top. The open-cut excavation, a quarter of a mile long, extended from MP 157 through the top of the mountain to the point where the descent toward Thompson begins (and the ascent from Lanesboro ends).

This immense cut can be seen in a great many remarkable photographs of rail traffic at Ararat Summit, which was one of the three most frequently photographed sites on the Jefferson Branch. (The other two sites were on the northbound track, the one just above the Viaduct in Simpson; the other was north of Forest City in the Stillwater Lake area).

Page 17:

Top: The west portal of the summit tunnel on Pennsylvania Coal Co. Plane #11, 755 feet long. From Dr. S. Robert Powell, Carbondale Historical Society.

Bottom: D&H Challengers 1522 and 1530 push on train MW-4 at Ararat (summit), PA. July 24, 1952 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection.



BLHS *Bulletin* – October 2020

Accompanying this article is a photograph from the BLHS archives of a southbound freight, assisted by two Challengers (1530 in the lead), in this immense cut at Ararat.

YD tower, on the southbound track, is seen in this view, looking north, at Ararat, in the quarter-mile long cut that was made here through the top of the mountain in order to lessen the height of the grade on the loaded track over the mountain. To appreciate the enormous size of this cut, compare the size of the Challengers, the yard tower, the yard tower building, the semaphore and telegraph poles with the depth and width of the cut itself. Similarly, keep in mind the height and length of the township road bridge (seen in a great many photos of this area, but not in this one) that crossed this cut in the area where the present-day D&H Rail-Trail access point is now located. When the rail line closed, the bridge was removed and the cut in that area was filled in, the township road now passing over the cut on that fill.

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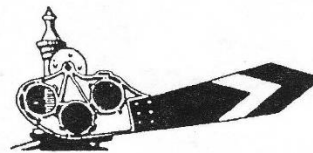
The Sinkhole Swamp today

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Black Flags

by Doug Barron

This column's purpose is to recognize those D&H, CP, NS and other area railroad employees who have passed away. Please write to me at 29 Hungerford Road, Albany, NY 12203 if you have information for or regarding this column.

The BLHS has the sad duty to report the following D&H and other area railroad industry employee and/or retiree death(s):

Rejeanne M. "Jean" Trombley

Rejeanne M. "Jean" Trombley, 91, of Schenectady, NY died on August 4, 2020 at Ellis Hospital. Born in Quebec, Canada, she had worked at Ellis Hospital as a coordinator of the Pastoral Care Department. Previously she worked at the General Electric Company and at American Locomotive.

William H. Morgan

William H. Morgan, 94, of Melrose, NY passed away peacefully on August 14, 2020. Mr. Morgan worked at several farms as a young man and for the Boston & Maine Railroad. He served in the U.S. Army from 1945 to 1947. He retired from Al-Tech Steel in Watervliet after 38 years of faithful service. Mr. Morgan was a member of the American Legion in Schaghticoke, and the Powampokong Fish & Game Club.

6. Gravity Park, Carbondale, September 20, 2020; two photos by S. Robert Powell:



Entrance to Gravity Park from North Church Street, Carbondale, PA. The sidewalk is on the pathway of Plane No. 1 up the mountain, (1859-1899). Photo by S. R. Powell, September 20, 2020.



D&H Gravity Railroad Monument, Gravity Park, Carbondale, PA. Photo by S. R. Powell, September 20, 2020

7. Pennsylvania National Guard (109th Infantry Division) Train accident, September 11, 1950:

See item No. 55 on page 167 in SRP's *D&H Addendum I*: Photo: *September 10, 1950, Carbondale Seventh Avenue Train Station, Carbondale Unit of 109th Infantry, Pennsylvania National Guard, Departs from Carbondale for Korean War Duty*. A few hours after the departure of the 109th from the Lackawanna Valley, one section of the PNG train was involved in an accident in Ohio and more than 30 Wilkes-Barre area guardsmen were killed. The "Remember..." article given in Addendum I was published in the *Scranton Sunday Times* of February 9, 1986, p. D-8:

Posted on Facebook on September 11, 2020, was the following account of this accident:

"Troop train / September 11th, Patriot's Day, is a day that many remember as we recall how terrorism reached America's soils in 2001. / That day also marks another fateful anniversary. / It was on that day in 1950, during the Korean War, when great tragedy united two towns through a common bond of grief.

"In the early morning of September 11th, 1950, thirty-three young soldiers gave the ultimate sacrifice, when the troop train that they were riding [PX5444 West] was hit by another passenger train. From the anthracite regions of eastern Pennsylvania, members of the 109th Infantry Division of the Pennsylvania National Guard were deployed. They were initially to be sent west to Camp Atterbury in Indiana for training before being deployed to West Germany. / The men of the 109th were ordinary individuals, who left their families, communities and jobs when they were called to active duty. With their ultimate destination being in Europe, they were at least thought to be out of harm's way as they weren't being deployed to the battlefields in Asia.

"Routing for the train west of Pittsburgh was across the Pennsylvania Railroad's Panhandle Division which ran towards St. Louis. / As the troop train made its way through eastern Ohio, it experienced issues when the steam line fell from between two cars towards the rear of the train and dropped between the rails. After the steam line had been repaired, the two steam locomotives powering the military train took on water at Dennison, Ohio. / Some twenty-plus miles later that steam line caused issues again. From reports, it dropped from between two cars, hit the road bed and then struck the air line, which caused the train's brakes to go into emergency. / Following less than ten minutes behind the troop train, was Pennsylvania's passenger train, "The Spirit of St. Louis".

"Not realizing the imminent danger that lay ahead, the streamliner collided with the rear of the troop movement – leaving railcars, locomotives and other debris scattered across the fields about a mile east of the small town of West Lafayette. / Like eastern Pennsylvania, the small Ohio community also laid in an area of coal mines and family farms. / On that day, thirty-three

members of the Pennsylvania National Guard were killed, and many more were injured. The deaths would be counted among the number of fatalities that occurred as a result of the Korean War.

“Today, there’s a small memorial in West Lafayette remembering that day. The heavily-used, high-speed double track mainline has been gone for nearly fifty years. It’s been reduced to a single line that sees a handful of trains operated daily by current user, Genesee & Wyoming’s Ohio Central. / As we reflect back seventy years ago, let’s remember that day when two communities, countless families and a nation were impacted by the tragic accident that occurred in the middle of eastern Ohio cornfields.”

Walt Kierzkowski: “I was there when they sent off the 109th to go to Korea and that train crashed I believe somewhere else down the line. Walt K.” June 15, 2021:

Five photographs from Walter Kierzkowski on June 15, 2021 of the troop train accident on September 11, 1950:





Walt Kierzkowski, June 15, 2021: “I too rode a troop train from Harrisburg to Louisville KY back in June of 1956 when I went into the Army for basic training. We made it ok; we had 13 cars loaded with guys going into the Army. Train started in New England and made pickups along the way. Plus some more cars of regular passengers were also on the train.”

8. More about the stationary engines that were used on the D&H Gravity Railroad:

1829 Configuration: Stationary steam engines made by the West Point Foundry:

By 1829 the West Point Foundry (Cold Spring, Putnam County, NY; and corner of Beach and West Streets in Manhattan) was making wheels and other equipment (which included stationary steam engines) for the D&H Gravity.

Given below is an excellent article by Robert A. Lowe (“When New York Was America’s Locomotive Building Capital”) that was published in the *Bridge Line Historical Society Bulletin*, September 2016, pp. 22-23, 46.

West Point Foundry (corner of Beach and West Streets in lower Manhattan) and in Cold Spring, NY)

“The Manhattan operation [of the West Point Foundry] primarily produced stationary steam engines.”

When New York Was America's Locomotive Building Capital

by Robert A. Lowe

The West Point Foundry

The West Point Foundry operated in New York City and Cold Spring, N.Y. It occupied the northeast corner of Beach and West Streets in lower Manhattan from 1823-1824 until about 1840, with a mid-block yard on the south side of Beach Street. This was a branch of the main foundry, which was located 50 miles up the Hudson River in Cold Spring, across from West Point. The Manhattan operation was mainly a machine and finishing shop and a transshipment center for the main foundry.

In 1829, West Point entered the locomotive business when four engines were imported from England by the Delaware & Hudson Canal Company for conveying coal between the mines at Carbondale and canal boats at Honesdale, PA. Two of the four engines were assembled by West Point from the imported “kits”. Only one of the engines, the famous *Stourbridge Lion*, actually went into service. It proved to be too heavy and rigid for the light tracks of the D&H Canal Company. It remains uncertain what happened to the other three sisters.

Parts cast at Cold Spring were assembled in 1830 to produce *The Best Friend of Charleston*, the first American domestic locomotive, built for the South Carolina Canal & Railroad Co. Ten more engines were assembled, including in 1832 the *Experiment* or *Brother Jonathan*, which had a 4-wheeled leading truck, built for the Mohawk & Hudson RR. However, locomotive building never caught on; production stopped around 1835. The Manhattan operations closed around 1840.

Beginnings

In 1817, the West Point Foundry Association was organized in Cold Spring, and a large molding house, boring mill, pattern shop, and water supply dam were built by Gouverneur Kemble and associates. At first a blast furnace refined local iron ore, but that was soon exhausted. The Kembles were wealthy and politically well connected, so they received many government subsidies and contracts (sound familiar?). A Manhattan office was opened, headed by Brother William, but Cold Spring always remained the main center of business. The

Manhattan facilities were on leased land and were basically for assembly.

The vertical boiler of the *Best Friend* was most likely made in Manhattan, though the downstate operation was for small castings. There were most likely no large scale castings in Manhattan, as there was no molding house. Structures included a millwright shop, blacksmith shop, engine house, pattern shop, machine shop, and office, plus a boat dock for supplies and transshipments. The Manhattan operation primarily produced stationary steam engines, rather than being a locomotive erecting shop, and thus there would have been no trackage. West Point Foundry advertised the “manufacture” on short notice of machines of every description, such as “church bells and brass castings”, cannon, shot shells, millwork, pipes, calendar rollers, rolling and slitting mill rollers, and cotton and other small machinery cast from the cupola”. An 1829 ad announced:

“The Proprietors of the West Point Foundry, have in addition to their works in Putnam County, established an extensive Steam-Engine Factory on Beach Street, New York, and are prepared to manufacture on short notice, Machinery of every description, viz. Steam Engines, Wrought Iron or Copper Steam Boilers, Tanks, Sugar Boilers, Water Presses, Cotton Screw Presses with double reversed threads, [and] Paper Mill Screws”.

However, it appears that most of these items would have been molded at Cold Spring and sent to Manhattan on West Point's ships (remember, there was not yet a railroad along the Hudson). The foundry site also acted as a transshipment site between Cold Spring and the DuPont powder works in Wilmington. Kemble sold the DuPonts machinery and acted as their agent for gunpowder. Locomotive building was not primary and thus not successful.

The Manhattan facility was consolidated with Cold Spring in 1840 and the site had other uses. West Point moved more into the area of armaments and manufactured arms, especially the Parrott Gun (long-ranged rifled cannon) for the Civil War. Robert Parker Parrott became Superintendent of the Cold Spring works and eventu-

ally bought out the Kembles. The West Point Foundry terminated all operations in 1884.

The city site has been demolished and is part of the Shearson Lehman/American Express development in lower Manhattan. In Cold Spring, the foundry administration building is crumbling, and all that is left of the rest of the complex are foundations. There is an extensive display however, at the Foundry School (also built by Kemble), which has been turned into a museum by the Putnam County Historical Society. It is open Wednesday through Sunday from 11 am to 5 pm and is located on Route 9D just south of Cold Spring, and very near the restored Boscobel. The village of Cold Spring is in a delightful part of the Hudson Highlands Region, combining beauty with history.

Information supplied by Putnam County Historical Society, with a reprint of “Archaeological Investigation of Site I of the Washington Street Urban Renewal Area, New York City”. Prepared for Shearson Lehman/American Express through NYC Public Development Corporation by the Cultural Resource Group, Louis Berger & Associates, September, 1987.

The engines

Now let's consider the eleven engines that were assembled by West Point Foundry in New York City from parts cast in Cold Spring. The five most notable were:

Best Friend of Charleston: Built in 1830 for \$4,000 and shipped to Charleston, SC aboard the ship “Niagara”. Although its 4-wheel drivers generated only six horsepower, it hauled both coaches and freight on America's first regularly scheduled steam railroad, the South Carolina Canal and Railroad Company, which operated about 140 miles from the Port of Charleston to a location just opposite Augusta, GA on the Savannah River.

This engine, with its vertical boiler, met its premature end when the fireman, annoyed by the hissing steam safety valve, tied it down; the boiler and engine exploded. Salvaged parts were later rebuilt into the appropriately-named *Phoenix*. The successor Southern Railway much later built a replica of the *Best Friend*.

John Jervis designed the DeWitt Clinton.

West Point: This second engine (1831) also went to the SCC&RR. It is significant to note that it was the first engine with a horizontal boiler.

South Carolina: In 1832, this first articulated locomotive also traveled south. However, it proved to be an "impractical freak" and spent most of its time in the repair shops.

→ **Dewitt Clinton:** John Jervis had served as Chief Engineer to the D&H operation noted above, and later moved over to the budding Mohawk & Hudson Railroad. He designed this engine, which went into service in 1831 as the first steam locomotive in New York State. It had been constructed to burn anthracite coal, but the blower mechanism was not operating properly, so pitch-pine was substituted. The resulting inaugural run showered the first patrons with soot and sparks that burned up the umbrellas. In addition, the ride behind in the converted stagecoaches was anything but smooth, with lurches and bangs, as this was well before the days of air brakes. The *Dewitt Clinton* produced about 10 horsepower. A replica commissioned by the New York Central is now in the Henry Ford Museum in Dearborn, Mich.

The Experiment / Brother Jonathan: Jervis then designed a prototype engine that was a 4-2-0 with 4-wheeled front truck (or boggy), which served as early pilot wheels, allowing curves to be taken better. This Mohawk & Hudson engine performed very well, in fact much better than the standard English engines then in service around the U.S. The innovative pilot trucks became the accepted design for future steam engines.

In 1832, David Matthews (who had supervised the construction) ran the *Experiment* over the Mohawk & Hudson's 14 miles in 13 minutes (with one water stop!), thus posting an overall speed of 65 mph. It was thus the first mile-a-minute run in history. Matthews also claimed to have covered one mile in 45 seconds, which would have posted an unofficial speed of 80 mph.

However, the West Point Foundry did not continue in the locomotive business despite the significance of these five engines within roughly a 5-year period.

Above information largely incorporated from "Early American Steam Locomotives" by Reed Kierst.

And in New Jersey

Now let's turn our attention to later

locomotive building across the river in Paterson, N.J. Paterson can boast of being one of the premier American locomotive manufacturing centers in the last half of the 19th century. Alexander Hamilton is given credit for developing this first planned American industrial center, utilizing the massive waterpower generated by the Great Falls of the Passaic River, which cascade 77 feet (280 feet wide) in Paterson.

After a visit to the falls in 1788 with Generals Washington and Lafayette, Hamilton founded in 1791 the "Society for the Establishment of Usefull Manufactures", or S.U.M., and commissioned Pierre L'Enfant (who also designed Washington, DC) to create a design to harness this waterpower. Peter Colt actually designed a three-tiered raceway channeling the water down through the many industrial plants that located there. Later, in 1914, a hydroelectric power plant was built at the foot of the falls; it is currently being restored to use.

Among the industries were textiles, jute, linen, and silk mills (Paterson is still the silk capital of the U.S.), paper mills, steam locomotives, Colt revolvers, Holland submarines and later, Wright aircraft engines.

S.U.M. continued right up to 1945, when it was dissolved and its assets were acquired by the city. The period of decline continued, and in the mid-1960s the historic plants were threatened with demolition for a highway. Fortunately, preservationists and city officials worked to create the Great Falls/S.U.M. National Historic Landmark District, which was dedicated by President Ford in 1976. Some restoration work has been performed, but much remains, although there are gradual efforts by community preservation organizations. Perhaps it could become another Lowell, Mass.

Paterson's attraction, though, is centered in the 4-story Rogers Locomotive Erecting Shop that was built in 1871. It now houses the Paterson Museum on the ground floor, and then has offices on the upper floors. The brickwork and massive wooden doors have been lovingly preserved. Below ground level, the bays may be visited upon appointment. Outside the building is engine 299, a 2-6-0 built by Cooke in 1906, which worked for the Panama RR (don't confuse it with the Pennsy!), and was recently brought home. It has been joined by #1, a 0-4-0T (also Cooke, 1910) that came from American Brake Shoe in Pennsylvania. Neither,

though, is too well preserved. Efforts to acquire a Rogers locomotive have been frustrated to date.

Directly across Spruce Street from the Erecting Shop are other Rogers plants, now silk, jute, and textile mills, including the Administration Building (1881), Frame Fitting Shop (1881), Millwright Shop with an unusual "L" shape (1879), and Workshop (1881). Across Market Street from the Rogers plants is a large parking lot where the Cooke and Grant plant formerly stood; the bays have been paved over. The remaining Cooke buildings are the foundry (1875) and administration building (1881) on Jersey Street. The relocated Cooke plant is still standing about a mile from this area. Adjacent to the Rogers plant is an old interurban car barn (about 1910) now used by NJT buses.

Who was Rogers?

Thomas Rogers had been involved in the textile manufacturing business. In 1835, he switched to steam engines and built the *Sandusky*. Other notable Rogers engines included #119 and the *General* of Civil War fame. The rival *Texas* was also Paterson-built, but by Danforth, Cooke & Co. As his plant was about a mile from the nearest railroad (DL&W), Rogers was forced to load the finished engines either on a sled-like device or flatbed wagons, and then pull them by teams of horses or mules right through downtown Paterson to the tracks. From 1837 through 1913, Rogers built 7,274 engines in this plant. This was considered to be about one-third of all the engines built in the USA during the period. He was joined by the following other Paterson engine builders:

Cooke (incl. Danforth)	1853-1926	5,544
Grant Locomotive Works	1848-1890	1,800
William Swinburne	1851-1858	120
Theodore Scheffler	1876	7
Todd & Rafferty	1860s	3
Phoenix Loco./Machine	1860s	unk.

In addition, the Leslie Brothers constructed 64 rotary railroad snowblowers in Paterson between 1887 and 1903 (actually, the vast majority was built by Cooke). One of the surviving ones was Conrail #60021 (1889) housed at Selkirk. A competitor, Jull's "Centrifugal Snow Excavators" were built under contract by Rogers (about 10). For a very good article on Leslie and Jull, see Paul Swanson's story *continued on page 46*

RE: Moving finished engines on sled-like devices or flatbed wagons

RE: Grant Locomotive Works; and Cooke (incl. Danforth) locomotive works in Patterson, NJ. See note below.

1894 Pullman Strike Ignited Modern Labor Movement

The industrialist who made Pullman Palace Cars for tired railroad travelers also built a company town for his workers, a move of good will he thought would help prevent labor strikes. Instead, George Mortimer Pullman's policies backfired, igniting a nationwide labor war a century ago that helped plant the seeds of the modern labor movement. In the wake of a bloody strike against Pullman, labor unions reorganized, company towns in industrial areas declined and negotiators began using arbitration to settle disputes. "What people carried away was the conviction something needed to be done", said Jim Barrett, professor of history at the University of Illinois. "Even conservative business leaders looked at creative ways they could deal with the labor problem".

It wasn't the first strike to attract national attention. Unlike its predecessors, however, the Pullman dispute spread across 27 states and shut down the nation's main transportation network. Pullman built the town with his name on what is now Chicago's far South Side in the early 1880s to house workers for his factory. He owned the houses and charged workers rent. He said the town represented a great step forward in labor-industrial relations, but the workers who lived there disagreed.

"The people of Pullman are not happy and grumble at their situation even more than the inhabitants of towns that are not models are accustomed to do", the New York Sun wrote in 1885. "They secretly rebel because the Pullman Company continues its watch and authority after working hours". "When [Pullman] was 30 or 40 years old, he had ideas", said Paul Petraitis, a current resident of the Pullman area and local researcher, adding, "When he was in his 50s and 60s, he didn't want the responsibilities".

An economic downturn in 1893 and 1894 forced Pullman to cut wages, but he didn't lower the rents on his houses. Three members of a grievance committee were fired and some 3,000 workers walked out on May 11, 1894. "Pullman was a very big force – love him or hate him – and he was a flash point", said Susan Hirsch, a labor historian at Loyola University in Chicago. "There was a tremendous outpouring for support of workers who were seen having this tyrant over them".

In June, American Railway Union

President Eugene Debs called a nationwide boycott of Pullman cars: Workers would not handle any train containing a Pullman car. "The railroad companies...attached Pullman cars to every train", including postal cars, in an effort to involve the government, said Leslie Orear, president of the Illinois Labor History Society. Gov. John Peter Altgeld and Chicago Mayor John Hopkins supported the strikers, but in early July President Grover Cleveland sent more than 2,500 troops to make sure trains moved. At least a dozen people were killed; the exact number is still in dispute. The strike and boycott cracked within a week of the troop deployment.

Everyone involved lost, historians agree. The strikers got no concessions from Pullman, and railroad operators lost millions. The repercussions went far beyond Pullman. Unions moved toward representing specific trades rather than whole industries, and labor leaders began working to get more political influence. "There was a general awareness in the working class communities around the country that there was a need for a political response to the...relationship of employers to the federal government", Orear said.

The American Railway Union, which had sought to represent all trades under one roof, disappeared within a year. Debs ran unsuccessfully for president five times as a socialist. A national commission on the strike found fault with both Pullman and federal involvement, and suggested arbitration to resolve labor problems.

George Pullman died two years later. His body was buried under tons of concrete and railroad ties to protect it against grave robbers. The town of Pullman also died. The Illinois Supreme Court disincorporated it in 1898 after ruling a company couldn't own a town. The city of Chicago swallowed it a few years later.

Reprinted from the Schenectady Gazette

DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11

New York City Locomotives from pg. 23

in the January 1987 issue of Trains magazine.

Thus, a grand total of 14,812 locomotives and related products were constructed in Paterson from the 1830s through the mid-1920s.

Rogers had resisted overtures by Alco to take over his plant. But Alco gradually took over many of the Paterson operations, including Rogers and Cooke, plus the Leslie "snow blowers", which continued to be built by Cooke, and work was transferred to Schenectady and other places. Paterson's rather cramped buildings and distance from rails prevented many larger locomotives from being constructed. It may still be a somewhat depressed industrial city, but it is great to visit the Rogers Erecting Shop and visualize the glory days of the late 1800s, when Paterson could lay claim to being America's locomotive building capital.

The Rogers Erecting Shop can be reached from I-80, exit 57B, and then following signs for the "Great Falls".

Currently

In 2011, a discussion started about how to preserve the natural and historical features of the Paterson Great Falls National Historical Park. On one hand, the natural landscape could be stressed, with recreational opportunities such as a 2.5-acre stretch of shoreline, to be called the Great Lawn. There could be an amphitheater for outdoor performances and other activities. Capital costs would be \$32 million to enhance the natural landscape.

On the other hand, some \$46 million would be required to preserve and upgrade the industrial and historical structures. This would create a "destination for experiencing the continuum of industrial uses", including upgrading the raceway that brought water into the industrial plants. Some of these could be preserved with interpretive programs, such as at the Colt Gun Mill.

The current Broadway smash hit "Hamilton" has brought new interest to Hamilton and the industrial center he inspired. "Paterson had an outsized influence on American manufacturing for a very long period of time", said Darren Boch, Superintendent of Paterson Great Falls National Historical Park. "Most New Yorkers in the 1800s would have known where Paterson was and why it was important".

The above was written in 1987 and 1988. The material in those articles is still pertinent and accurate, so I am reproducing it. Much of the manufacturing data was provided by Rob Dubits.

DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11-BLJIS-DA11

Cook Note:

D&H engine No. 3 (*Honesdale*) was built in 1861 by W. Cook & Co. in Scranton. In Volume XV in this D&H series, p. 19, we read:

“ . . . **Honesdale:** D&H Engine No. 3, 0-4-0, Gravity gauge, 4-wheel switcher, re-named “Terrapin”. Built in 1861 by W. Cook & Co., Scranton, retired 1899; name changed to “Col. Ellsworth,” soon after that brave officer’s assassination in Alexandria, VA. This engine was next called the “Fire Plume”. As it was too small for the work at Olyphant, it was kept there only a short time, and then did duty on the company’s docks in Honesdale under the name *Honesdale*. ”

One wonders if there was any connection between W. Cook & Co., Scranton, and the Cooke (incl. Danforth) locomotive works in Patterson, NJ? (see Lowe article given above)

1845 Configuration: Stationary steam engines made by William Burdon, Brooklyn, NY

N. N. Hiller, Jr.: ““In 1847, the use of steam had become more or less general and the company found that it would be better to equip its planes with steam engines and remove the faithful water wheels. They therefore let bids out to the Novelty Iron Works, the West Point Foundry, and to the Berdens [William Burdon, Brooklyn, NY] Foundry Company for steam engines and boilers and their installation. In order to regulate better the flow of traffic over the system, the turnouts [in the 1829 roadbed] were abolished and double tracks were established everywhere on the planes. At this time, also, the 'T' rail was installed [T-rail not installed in 1847, but in 1858], the rails until then having been ordinary strap . . . The adoption of the 'T' rail gave much greater strength to the roadbed and heavier loads were inaugurated. The same gauge was retained.” (“Up Hill and Down Dale by Gravity Rail” by N. N. Hiller, Jr. (*The Delaware and Hudson Company Bulletin*, June 15, 1931, p. 181-182, 188-189) **Note:** Hiller is not correct when he says that ‘T’ rail was installed in the system “at this time” [1847]. ‘T’ rails were not installed until 1858.

S. Robert Powell to Larry Rine, September 20, 2020:

S. Robert Powell <srp18407@gmail.com>

12:50 PM

to Larry Rine

September 20, 2020

Larry:

Interesting facts about the engines at the head of Plane No. 5, the location of which we discovered on Monday the 14th:

From my Volume III, pp. 310-311 (with underlining and information in square brackets added by SRP on September 20, 2020):

"A very interesting article ("ENGINES WITH A HISTORY./ **They are Almost as Old as the Gravity Road Itself.**") about the stationary engines on Plane 22 was published in the *Carbondale Leader* on Tuesday, March 20, 1894. Here is the complete text of that article, which is filled with wonderful facts about the Gravity system:

"There was brought to the shop today the oldest pair of engines on the Delaware & Hudson gravity railroad. They were taken out at No. 22 near Peckville last Friday to give place to new ones built at the Carbondale shops and put in on Saturday, 17th inst. /These old engines have a history, and they could tell an interesting story could they talk. They can hardly be called stationary engines for they have been used at three different planes during their forty-eight years' service. They were built at the shops of William Burden, Brooklyn, N. Y., and show the best of workmanship. They were erected first at old No. 5 [1843 Configuration] on the summit between Carbondale and Waymart when the road was rebuilt over the mountain. This road has been changed three times. The first road [1829 configuration] had five planes to the summit, the fifth one being located south of No. 4 reservoir. The second road [1845 configuration] had five planes also, the fifth being located northeast of No. 4 reservoir. It was at this plane that these engines were used new from the shops in Brooklyn in 1846. William Ball was master mechanic at that time. Orlando Foster was the first engineer and run them until the present road with eight planes and new engines was built in 1858 when he was transferred to No. 8 the summit engine on the new road. The old engines [from Plane No. 5] were removed to the shop and one was injured in the fire that burned the old shops. When the road was extended down the valley they were put in at No. 25 in 1858. Townsend Poore was master mechanic and Winsor Foster a son of Orlando was made engineer. In 1862 these engines were removed [from 25] to give place for larger engines, and put in at No. 22 on the light track [where they were used from 1862 until 1894*], and George W. Thomas made engineer, who is still in charge and will run the new engines [put in in 1894]. Eli Birs is at this time assistant master mechanic and had charge of this work."

*The two old engines [from Plane No. 5] were probably moved to No. 22 because it was on the light track. More powerful engines were put in at No. 25 (on the loaded track) in 1862, when these two "old" (and possibly not as powerful) engines were put in at No. 22 (which pulled empties up the 418-foot plane).

On Sun, Sep 20, 2020 at 5:09 PM Larry Rine <larry.rine@yahoo.com> wrote:
Robert,

Excellent sleuthing!

You have also closed the gap on why there was fire brick found at the head of Plane 14 with "Brooklyn" stamped on it.

What an excellent adventure. Thanks again for putting it all together. I'm home now relaxing.

Larry

S. Robert Powell <srp18407@gmail.com>

6:58 PM

To Larry Rine

You're right. I forgot about those "Brooklyn" fire bricks at No. 14. Very good. Yes, William Burden, Brooklyn, NY must have made all the stationary engines that were needed for the new planes in 1845. SRP

HEARNES' BROOKLYN CITY DIRECTORY.

1850—1851.

NOTE.—Names having a * are the names of colored people.—
Abbreviations: h. stands for house, n. for near, c. for corner, op. for opposite, b. for between. The precise location of residences thus described, may be ascertained by reference to the STREET DIRECTORY.

A

Abberly Richard, shoemaker 168 Hudson av
Abberly Samuel, mason Dean n Vanderbilt av
Abbey A C, carpenter 82 Poplar
ABBEY HORATIO G, Columbia Institute for the education of
boys 75 Columbia
Abbey W S, merchant N Y h Union n Court
Abbott Abraham, marble sawyer Pacific n Boerum
Abbott Daniel, 25 Front [Court
Abbott Francis H, merchant 141 Front N Y h Joralemon n
Abbott H B, milkman Kent av north
Abbott James, laborer Bond c State [Hoyt
Abbott John D, merchant 295½ Pearl N Y h 362 Atlantic n
Abbott Moses, furrier 74 Concord
Abbott Samuel D, butcher Myrtle c Jay h 115 Johnson
Abburty John, shoemaker 261 Marshall
Abel E L, accountant 301 Gold
Aber Hiram, sash and blind maker 33 Prince
Aber Smith M, sashmaker 288 Hudson av
Abercrombie George, shoemaker Navy c Sands
Abercrombie John, shoemaker 116 Concord
Aborn Robert W, merchant N Y h 180 Henry
Abraham David, capmaker 5 York
Abrahams Joseph, laborer 3 Kelsey's alley

2

Digitized by
INTERNET ARCHIVE

Original from
COLUMBIA UNIVERSITY

BURDON, WILLIAM,
machinist, manufacturer
of steam engines...

Burch Amos, carman Smith c Douglas
Burdick J C, publisher 92 High
Burchen James, plumber 185 Prospect
Burdge U D, grocer 11 Clinton
*Burdett Lawrence, porter 241 Marshall
→ BURDON WILLIAM, machinist, manufacturer of steam engines, sugar mills, saw & grist mills, boilers, hidraulic presses, pumps and gearing for working mines, &c. &c., No. 102 Front St. h. 70 Pearl.
Burdett Daniel H, auctioneer 108 Wall N Y h 6S State
Burfield G C, artist 88 Hicks c Pineapple
Burger William H, ferry master 63 Baltic n Smith
Burgess Benjamin F, engineer 100 Bridge
Burgess Charlotte, 52 Adams
Burgess Daniel, bookseller 60 John N Y h 75 Joralemon
Burgess Patrick, laborer 19 State
Burke A C, physician Union n Hicks
Burke C S, gold pen maker 145 Nassau
Burke Francis, painter 6 Halls Buildings Furman
Burke Frederick W, attorney 127 Fulton N Y h Schermerhorn n Bond
Burke George W, mason Cumberland n De Kalb av
Burke J A, Union n Hicks
Burke John, laborer Jamaica rd n Hampden st
Burke John, laborer 21st st n 4th av Gowanus
Burke Michael, laborer 42 Main
Burke Michael, teacher r 30 Chapel
Burke Michael, morocco dresser n Bridge rd Gowanus
Burke Patrick, porter Columbia n Congress
Burke Patrick, laborer 8 Tiffany Place
Burke Richard, mason Navy n Park av
Burke Thomas, purser's clerk u s n 156 Hudson av
Burke Thomas, Hamilton av n Carrol
Burke Ulick, mason 3 Harper Court Jay st
Burke William, 121 Court
Burke William, stonecutter Hudson av c Little Dock
Burlage R, merchant N Y h 131 Henry
Burley Charles, coach painter 286 Hicks n Pacific
Burling John, chemist Clinton av c Fulton av
Burling Wm, harness maker junction Flatbush & Jamaica rd
Burlingham Brown, navy yard watch 209 High
Burnapp G C, merchant 34 Remsen

The stationary steam engines on Plane No. 5 and Plane No. 14 were Burdon engines, as surely were all of the stationary engines that were needed for the new planes that were installed in the system under the direction of James Archbald in 1845

1859 and 1868 Configurations: Gravity Railroad engines made by the Dickson Manufacturing Company and/or the D&H itself in the shops in Carbondale

Whiting (pp. 95-96): In the engine houses at the heads of the planes: "We will find there. . . a pair of 18 x 36-inch horizontal engines, with their cranks at 90 degrees apart on a common shaft. Their valves are ordinary slide valves, each driven by a pair of eccentrics through a link for reversing. On the crank shaft is keyed a pinion which drives a spur wheel keyed to the drum shaft, the reduction being about six to one. The drums are ten feet in diameter and from six to nine feet long, varying with the length of the plane. The boilers are thirty-four inches in diameter and fifty feet long, externally fired, with return tubes." (Charles W. Whiting, "An American Gravity Railroad," *Cassier's Magazine*, Volume 8. No. 2, 1895)

9. George Dixon Johnson / American Institute of Mining Engineers:

On September 20, 2020, we received the following email from Mike Korb:

From: <mikekorb@ptd.net>

Date: Sun, Sep 20, 2020, 5:53 AM

Subject: George Johnson, Founder of American Institute of Mining Engineers

To: <carbondalehistorical@gmail.com>, <info@dhthc.org>, <info@canalmuseum.org>

The American Institute of Mining Engineers was founded in Wilkes Barre in 1871. Next year will be our 150th (I say "our", because I have been a member of the Society of Mining Engineers - part of AIME - for 59 of those years) and I am researching the Founders - 22 men who attended the first day of the first day of the meeting and the 46 or so men who were there for the 2nd and 3rd.

I am looking for help on obtaining pictures of several of them, and thought you might be able to help me, with a picture of George Dixon Johnson, Founder of A.I.M.E.

George Johnson worked for the Pennsylvania Coal Company in the 1850s, resigned, went to work for the Northern Indiana Railroad briefly (1854-1856), where he worked on the railroad's "Middle Grounds" project, he then worked for the Delaware & Hudson Canal Company (1856-1862).

In 1857 when Johnson was engaged as a civil engineer for the Delaware and Hudson Canal Company he supervised the rebuilding of the gravity road over the Moosic Mountain. In the following year, he had charge of the construction of the extension of the gravity road from Archbald to Olyphant.

In 1862 he returned to the Pennsylvania Coal Company as a land agent, where he finished his career, retiring in 1895.

If you might have any information or background on his time with the D&H, I would appreciate any help you might be able to provide.

Thanks for your help?

Mike Korb, 570-233-2191

THE WILKES-BARRE RECORD, FRIDAY, OCTOBER 20, 1922

PITTSSTON LOSES OLD RESIDENT

George Dixon Johnson Passes Away at His Home on West Side at Age of 91

HELPED BUILD GRAVITY ROAD

Had Been Director of Miners' Bank of Pittston for Fifty-three Years

George Dixon Johnson, aged 91, one of the oldest residents of Pittston, died yesterday afternoon at 1:30 o'clock at his residence, 109 Luzerne avenue, West Pittston, as a result of a stroke of apoplexy he suffered on Tuesday night. Up until a few days ago Mr. Johnson had been able to be on the streets to greet many of his old friends and to attend to a few duties.

George Dixon Johnson was a native of Connecticut, and was born on October 2, 1831, son of Mr. and Mrs. Benjamin Johnson. The Johnson ancestors were pioneer residents of Susquehanna County, but the parents of George Johnson had gone to Connecticut some time before he was born.

Seven years later they returned with their family to Dundaff, Susquehanna County, and George Johnson's early days were passed on the farm there. At the age of 18 his parents passed away, leaving a family of seven children, of whom he was the eldest.

Then, in 1849, he came to the primitive mining village of Pittston, in lovely Wyoming Valley. His aunt and her husband, Mr. and Mrs. Jesse Williams, were there before him, and Mr. Williams was the pioneer tinsmith of the town. Mr. Johnson, as a young man, was apprentice to Mr. Williams in the tinsmith trade and spent several years in that line of work. But he was destined for larger things and gradually came to them.

Mr. Johnson was entirely self-educated. Much of his early learning he secured in company with his friend, Alexander Craig, later master mechanic for the Pennsylvania Coal Company for many years, in the old engine house at No. 9 colliery at Pittston, while his friend was employed as a colliery engineer.

Mr. Johnson was always a pioneer in the engineering development of public works in this community. He was one of the initiators and stockholders of the Ferry Bridge Company. He was actively interested in the laying of the first water pipe line across the river between the Pittston, the pipe having been pulled across the river with ropes by men landing on the west bank.

THE SCRANTON REPUBLICAN, FRIDAY, OCTOBER 20, 1922

G. D. JOHNSON, PIONEER RESIDENT PASSES AWAY

Succumbs After Two Days Illness of Paralysis.

PITTSSTON, Pa., Oct. 19.—George D. Johnson, aged ninety-one, died this afternoon at the family home, 109 Luzerne avenue, West Pittston, following two days' illness of paralysis.

Mr. Johnson although able to be around had been in failing health during the past few years. On Tuesday night at 10 o'clock he was overcome by an attack of paralysis and died this afternoon.

Mr. Johnson was born in Connecticut, October 2, 1831. His early life was spent at Dundaff, Susquehanna county, and at the age of 18 years, when his parents died, he came to Pittston to make his home.

At an age he accepted a position on the surveying corps of the Delaware and Hudson Coal Company, and assisted in the laying out of the Gravity railroad between Honesdale and Carbondale.

Later he accepted a position with the Pennsylvania Coal Company in the coal and land departments, and held such a position for a period of thirty-three years. Later he accepted a position as teller in the Miners' bank, and held such a position for a period of six years and then retired.

He is survived by two sons, Bert D. and Nathan C. Johnson, and one daughter, Miss Emily Johnson, all of West Pittston. The funeral will be held Saturday afternoon at 2 o'clock. Burial will be in West Pittston cemetery.

SRP reply to Korb:

S. Robert Powell <srp18407@gmail.com>
to mikekorb

10:49 AM

September 20, 2020

Dear Mr. Korb:

I read with interest your email about George Johnson.

We do not, I regret to say, have a photograph of George Johnson.

In our records, we find George Johnson listed as a Private in the Wurts Guards (a Carbondale-based Civil War militia group) in 1862. [SRP D&H Volume III, pp. 264, 268]

We also find George Johnson listed in the list of attendees at the first reunion of D&H Gravity and Pennsylvania Gravity employees on September 6, 1904: He is listed there with the Pennsylvania Gravity employees as "George Johnson, engineer, Scranton". [SRP D&H Volume V, p. 199]

I would be interested to know the source of the following information about George Johnson that you cite in your email to us:

"In 1857 when Johnson was engaged as a civil engineer for the Delaware and Hudson Canal Company he supervised the rebuilding of the gravity road over the Moosic Mountain. In the following year, he had charge of the construction of the extension of the gravity road from Archbald to Olyphant."

Sincerely,

S. Robert Powell
Carbondale Historical Society

Korb's information source on George Dixon Johnson was Michael Brown Rare Books <http://mbamericana.com/george-dixson-johnson-diaries>, which owns (and is offering for sale for \$2,000) a large collection of the diaries of George Dixon Johnson, namely 21 manuscript diaries for the years: 1854, 1855, 1856, 1862, and for the years 1886, 1890 through 1901, 1911, 1914, 1918, 1922, comprising a total of 6,223 manuscript pages, plus memoranda entries and blanks.

In his sales papers, Brown states:

"Johnson was the land agent for the Pennsylvania Coal Company for thirty years (1865-1895) before he finally retired and gave way to E. M. Beyea, the son of Henry Beyea, the paymaster of the company. E. M. Beyea had worked for the company for years before his appointment as the new land agent.

“George Johnson had previously worked for the Pennsylvania Coal Company in the 1850s, resigned, went to work for the Northern Indiana Railroad briefly (1854-1856), where he worked on the railroad's "Middle Grounds" project, he then worked for the Delaware & Hudson Canal Company (1856-1862), before returning to the Pennsylvania Coal Company where he finished his career, retiring in 1895.

“In 1857 when Johnson was engaged as a civil engineer for the Delaware and Hudson Canal Company he supervised the rebuilding of the gravity road over the Moosic Mountain, new planes were established for the purposes of increasing the speed of trains. [emphasis added by SRP: If Johnson said that in his diary, he knew absolutely nothing about the D&H and its operations; if this is an interpretation by Brown of what he read in one of Johnson's diaries, he completely misunderstood what he read]. In the following year, he had charge of the construction of the extension of the gravity road from Archbald to Olyphant.”

There is nothing in the records of the D&H to support the statements in the third paragraph above that Johnson functioned in a supervisory capacity in either the construction of the 1859 configuration of the Gravity Railroad or the extension of the Gravity Railroad from Archbald to Olyphant.

D&H officials in charge:

1829 John Jervis engineer in charge

1845 James Archbald engineer in charge

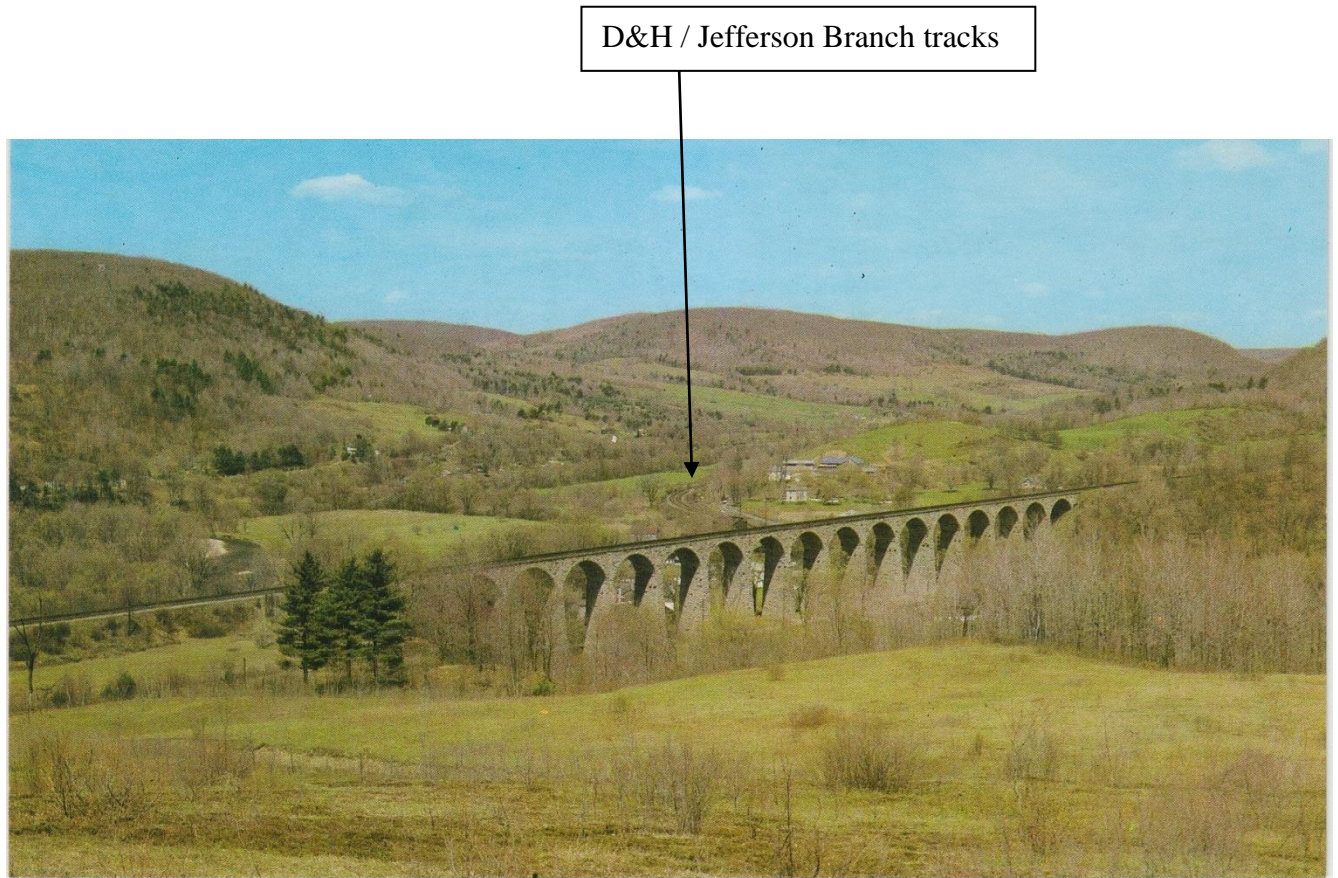
1859 Charles Pemberton Wurts, not Johnson, was in charge of the D&H when the 1859 configuration was built and when the Gravity line was extended to Olyphant.

1868 Rollin Manville in charge

Johnson is either over-stating (in his diaries) his role in those D&H construction projects (if, indeed he worked on them) or Brown is mis-interpreting what he has read in Johnson's diaries. Johnson may well have worked on those projects, but not in a supervisory capacity.

Korb, in addition, says in his email to SRP, that he learned from a document from Brown [mayAIME1871meeting(1).pdf] that Johnson was one of the founders of the American Institute of Mining Engineers that was organized in Wilkes-Barre on May 16, 1871. In that document, be it known, Johnson is not listed as one of the founders of the organization. Instead, George Johnson is there listed among those who were admitted to membership on May 17-18 (the organization having been organized on May 16). See *Transactions of the American Institute of Mining Engineers*.

10. Starrucca Viaduct post card, purchased by the author at the Trolley Museum, Scranton, on September 17, 2020:



D&H / Jefferson Branch tracks

STARRUCCA VIADUCT

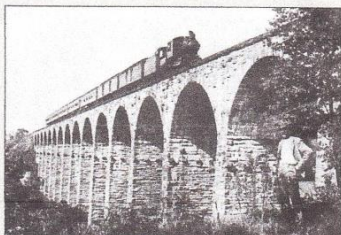
Near Susquehanna, Pa., in the Endless Mountains, built in 1847-48 for the Erie Railroad. It is now the oldest stone railroad bridge still in use in the United States. 1,200 feet long, 110 feet high, 30 feet wide. Rumors say that when the bridge was first built, many believed it would not hold up; and shortly afterward, the French architect who designed the bridge committed suicide.

P332727 D-101

Note by SRP on the caption given above: The Starrucca Viaduct was designed by Julius W. Adams, an American civil engineer, who was born October 18, 1812 in Boston. The Starrucca Viaduct was built under the direction of Adams' brother-in-law, James Pugh Kirkwood, a Scot, who was born in Edinburgh March 27, 1807.



Starrucca Viaduct – The Bridge of Stone



Starrucca Viaduct was built by the **Erie Railroad** in 1847-48. The New York and Erie was the first railroad to connect the Atlantic Ocean with the Great Lakes. It was to stretch 483 miles from Piermont on the Hudson River to Dunkirk on the shores of Lake Erie. Construction began in 1835 at nearby Deposit, NY and later at various other points along the line. According to its charter, the railroad was to remain in NY State entirely, but it was necessary to cross into Pennsylvania two times to avoid difficult terrain.



Some **800 men, mostly Irish immigrants**, furnished the muscle for the stone masonry work. They resided in a 'city of tents' and received about one dollar a day in wages. Work was completed in November 1848 and the track was laid by the end of the month.



James P. Kirkwood



Julius W. Adams

The Starrucca Viaduct was constructed in record time under the direction of **James Pugh Kirkwood**, brother-in-law of bridge designer **Julius W. Adams**. Since the railroad charter was to expire in 1848, he was given the go ahead to build the viaduct no matter what the cost. It turned out to be the largest and most expensive stone arch bridge built in America whose cost at the time was estimated at \$316,770.

On December 9, 1848 the first engine crossed Starrucca Viaduct. It was New York and Erie's 15 ton 4-4-0 locomotive named "Orange" built by Norris Locomotive Works of Philadelphia.

This sign is dedicated to the late William S. Young, a renowned railroad historian and author of *Starrucca: the Bridge of Stone*. Book is available at www.mscollibrary.org

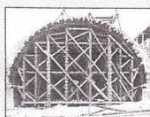
STARRUCCA VIADUCT Constructed 1847-1848

Elevation – 1000 feet above sea level
Length – 1040 feet
Height – 100 feet
Width of Deck – 26 feet
Number of Arches – 17
Depth of Pier Footings – 6 to 9 feet

Historical Civil Engineering Landmark, 1973
American Society of Civil Engineers

National Registry of Historic Places, 1975
Pennsylvania Historical & Museum Commission

Falsework is the wooden timber frames that are built between each pier to support the stone arches as they are being constructed. Typically falsework is built one at a time then disassembled and moved on to the next arch. However, with a deadline looming, all 17 arches had its own set of falsework, using a half million feet of cored and hewn timbers. Look up at the base of the arches to see the protruding perch blocks that the falsework rested upon.



D&H Railroad passing underneath the Viaduct, 1910



Wrought-iron **T-rails** for the broad gauge Erie Railroad were manufactured at the new Lackawanna Iron Works, 40 miles to the south. This was the first large order for T-rails in the country and a contract which marked the industrial birth of the City of Scranton.



Laneboro D&H Station

This D&H railroad depot was built late in 1871 by the Lackawanna & Susquehanna (a railroad owned by the D&H). The L&S connected to Erie's Jefferson Division at Jefferson Junction (about one mile south of the viaduct) and with the Albany & Susquehanna Railroad (to the north) at Nineveh, NY. This enabled the D&H to ship coal directly to Albany, NY. This depot was removed around 1945.

Photo circa 1910



It was built almost entirely from locally quarried, random **Pennsylvania Bluestone** that varied in thickness from 9 to 18 inches. A makeshift railroad hauled the stone from the quarry, four miles up the Starrucca Creek at Stevens Point, to the construction site. Wagons transported some stone from another neighboring quarry as well.

It was one of the first major bridge structures to use **Rosendale Cement** from a large deposit of limestone found during excavation of the D&H Canal in 1825. The piers of the viaduct and mortar between the stone used this natural cement. The pier footings, dug 6 to 9 feet deep into the valley floor, were poured concrete. It was also used for the base of the Statue of Liberty (1884-86) and the piers of the Brooklyn Bridge (1870-72).

Brick for supporting arches within the hollow spandrels was made on site from clay found nearby—probably at Brandt where a thick deposit of lacustrine clay was used for brick making 30 years later.

Hosea Benson's recollections of the construction were published in the *Montrose Independent*: "It was winter and bitter cold. I always imagined the company was afraid of fire why they would not last until spring. If this falsework took fire it would destroy the bridge...." Hosea's father "had a pair of deer skin breeches made barn door style. They were impervious to the wind and cold."

Ralph Stone (1932) describes the viaduct in his *Building Stones of Pennsylvania*: "The high arch stone viaduct of the Erie Railroad at Laneboro is built of Catskill bluestone which has a weathered to greenish gray and rusty color. The stone was quarried at Stevens Point and dressed to joint-face and rock-face random ashlar. The blocks are all sizes.... They are all sound and it looks like as if it would stand for centuries."

 Rail-Trail Council of NEPA

 Endless Mountains
Heritage Region

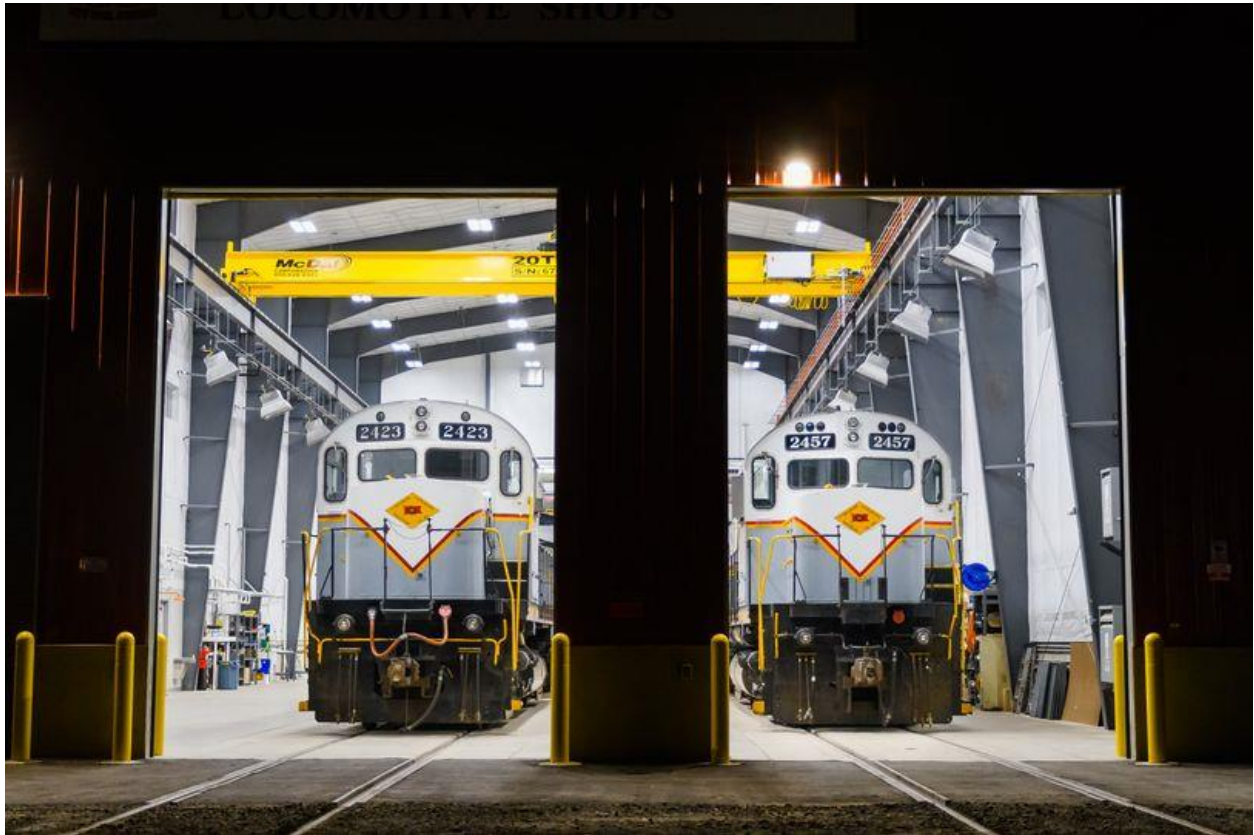
11. Von Storch Locomotive Shops sign. Photo posted on September 23, 2020 in Delaware-Lackawanna Railfans group on Facebook by Sam Scannella



Von Storch Locomotive Shops Sign

When the Von Storch Locomotive Shops were under construction, S. R. Powell lobbied Delaware-Lackawanna officials very actively regarding the proposed name for these shops. He pointed out to D-L officials that the entire area of the D&H Greenridge Yard was originally owned by the Von Storch family and that it would be very fitting if the Von Storch name were to be memorialized in the name of the new D-L shops.

Interior of Van Storch Locomotive Shops; Railroad Photography by Joseph Cermak. Photo posted on Facebook on October 24, 2020:



Von Storch Locomotive Shops

12. Photograph by Breezy Bischak of D&H No. 2312, the D&H Dundaff Street Viaduct and Zazzera's store / bar; photo taken by Breezy Bischak on May 27, 1978:



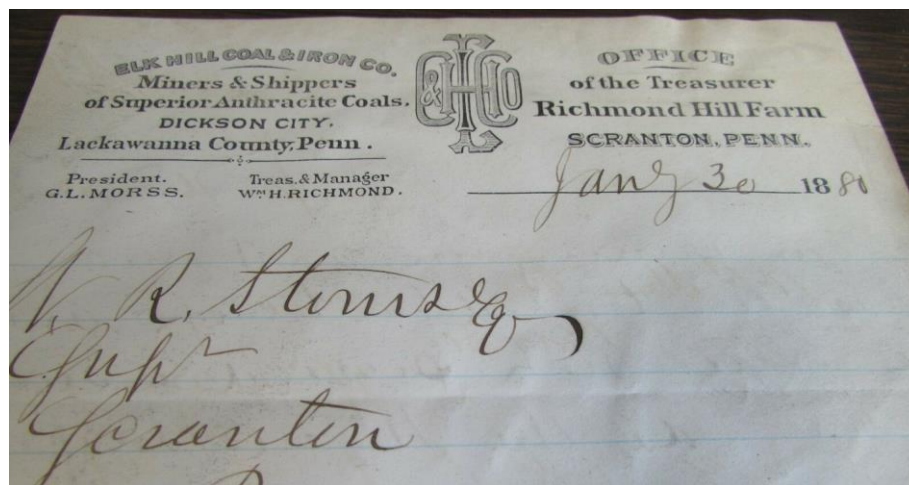
Dundaff Street Viaduct and D&H 2312, May 27, 1978. Photo by Mike Bischak.

The Zazzera family had a grocery store and bar on the viaduct. I asked Breezy if he remembered who ran the bar. Breezy, September 28: "I found out from Joe Ciecioraka that Nicky Zazzera ran the bar with his brother Anthony/"Satch", and Jack Scalese was the main bartender."

13. Group photo taken at Oneonta on April 23, 1929; photo posted on October 2, 2020 on Facebook by Doug Kendall, who reported: “My grandfather George Otto (standing center/right with long white sleeves). He worked on the D&H Railroad in Oneonta. The date on the back of picture is April 23, 1929.”



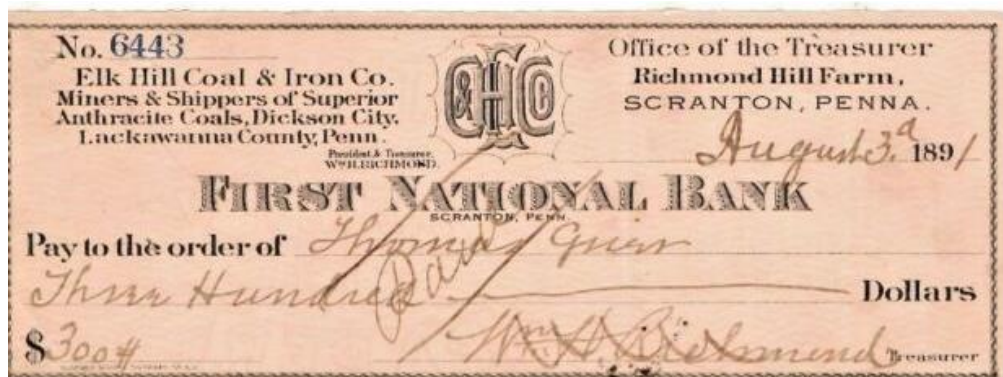
14. Elk Hill Coal & Iron Co. bill head, posted on E-Bay, October 8, 2020; Elk Hill check, posted on October 15, 2020 on E-Bay:



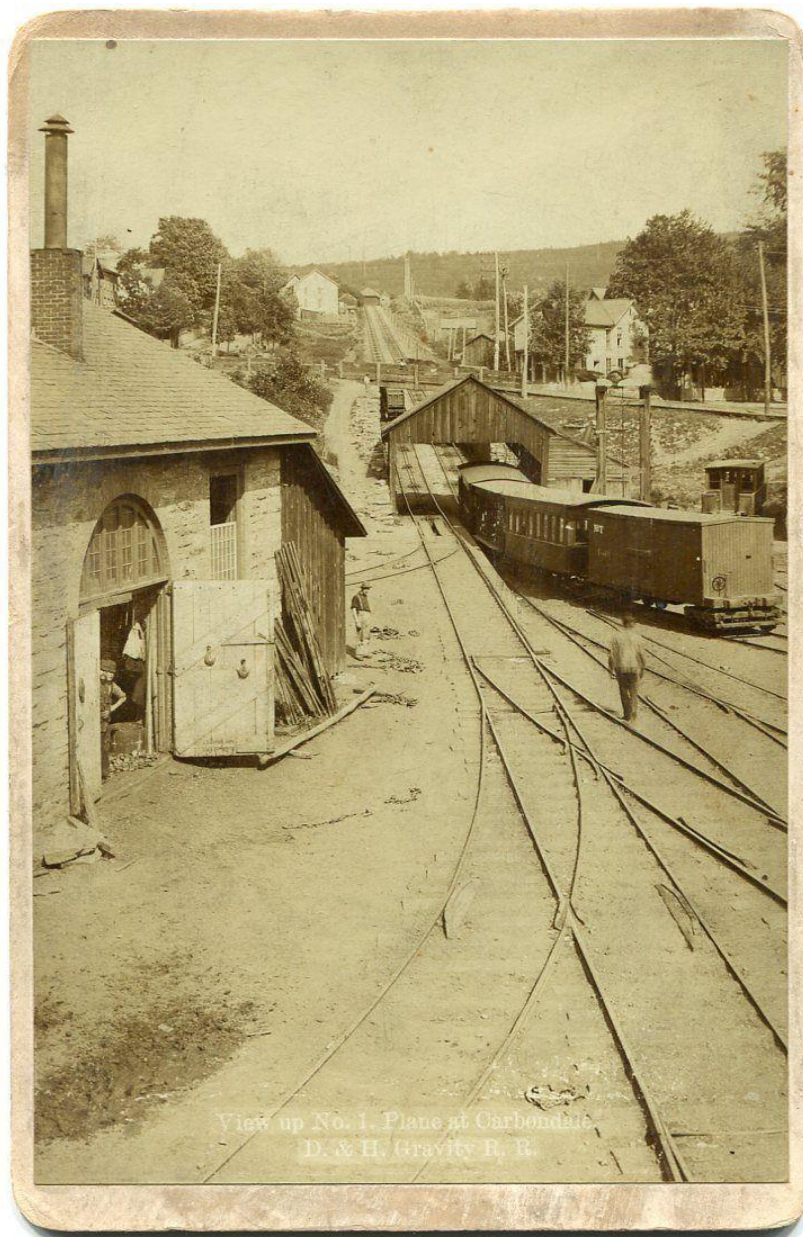
Nice document, lots of facts:

George Lord Morss was President and William H. Richmond was Treasurer and Manager of the Elk Hill Iron & Coal Co. (Miners and Shippers of Superior Anthracite Coals, in Dickson City) in 1880. The office of the treasurer was a Richmond Hill Farm (W. H. Richmond's estate).

Monogram of the Elk Hill Coal & Iron Company:



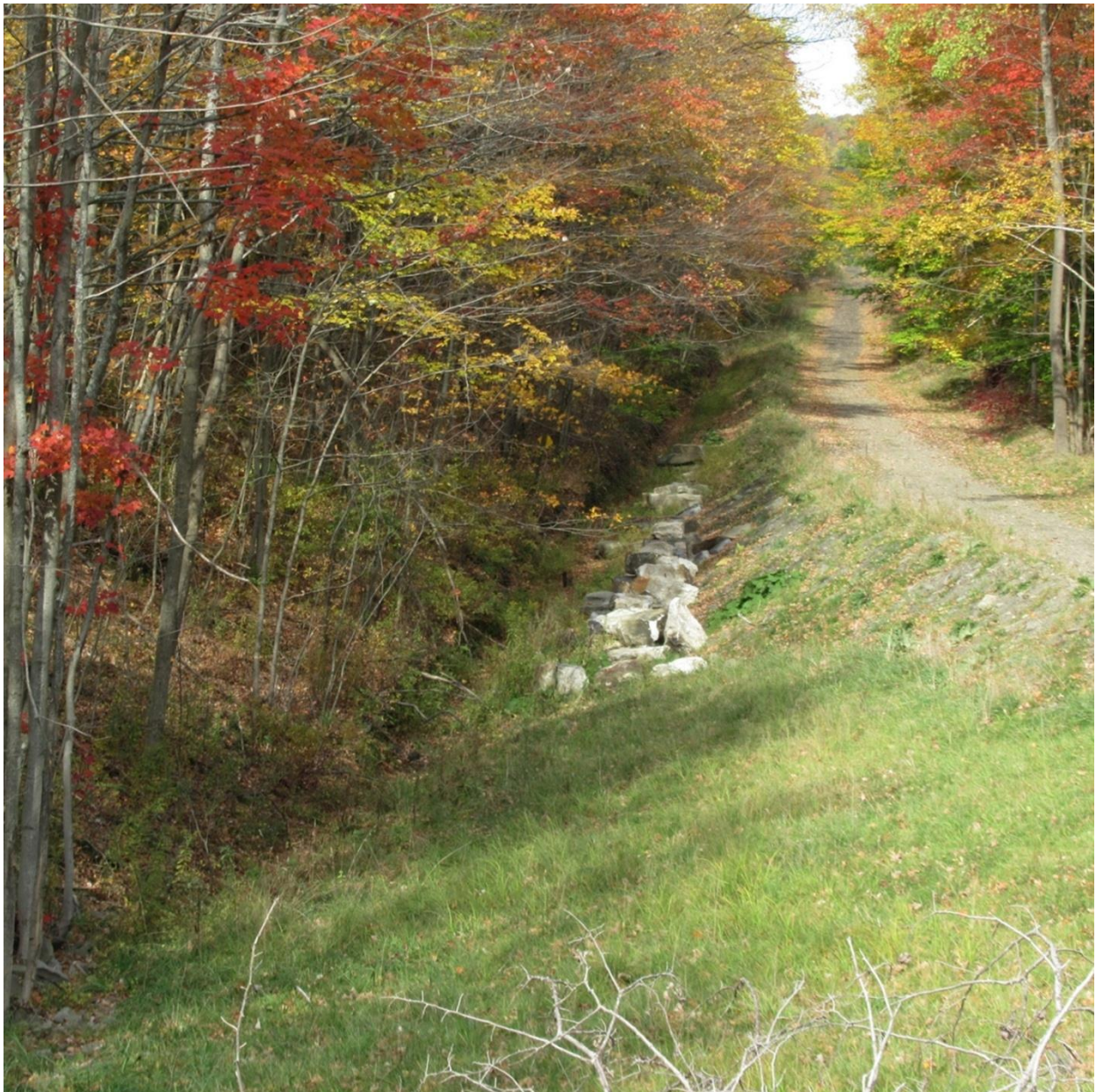
15. Gravity Railroad Day, October 9, 2020. Hensel photo + text by SRP, posted on Facebook: 91 “likes” by 10-12-2020



“On October 9, 1829, the D&H Gravity Railroad from Carbondale to Honesdale became operational. That was 191 years ago. The roadbed was designed by John Jervis. In this photo, we are looking up Plane No. 1 in Carbondale. To commemorate this important day in American history, I went this morning to the foot of Plane No. 1, where Ludolph Hensel stood when he took this photograph, and thought about the astonishing millennial consequences of what took place here in Carbondale on October 9, 1829.”

16. Autumn at the Ararat Cut, October 11, 2020; two photos by S. R. Powell; 20 “likes” overnight.

Posted by SRP on Delaware and Hudson Railroad Facebook page: “Autumn in "the cut" at Ararat, 10-11-2020: Both photos taken at the former bridge site there (now filled in and a part of the township road).”



Ararat Cut, Looking North, YD Tower Foundation (not visible in this photo) on the Left



Ararat Cut, Looking South

17. Phosphate trains, posted by Gordon Smith on Facebook in the Delaware and Hudson group, October 16, 2020:

“Back in the early CP days, the D&H got phosphate trains from the CSX in Philadelphia and ran them to Montreal and beyond. They often came with run through power. Here Train 751 is coming north with four C30-7s of L&N/Seaboard heritage, led by CSX 7067. Circa April 1992 See each photo for the locations.”



Passing ST SD-26 #615 at CPF483, old MX Cabin, at Mohawk Yard

18. “Little Freddie”/Corwin at “one of the Phillipsport locks.” Posted on Facebook, October 16, 2020, by Jack Weiser, Mamakating Historical Society. Photo donated to the Ellenville Public Library by Mrs. Vernon Kelder. Note by SRP: This is not one of the Phillipsport Locks.



Facebook caption: "I found this original photograph some years ago at the Ellenville Library and Museum and they kindly permitted me to have a copy made to hang at PCC. Now having a copy made to hang at MHS....Luckily, the former owner recorded identifications on the back. "At one of the Phillipsport locks, Mrs Josephine Corwin (stepmother of Mrs Vernon Keller); Mabel (Schoonmaker, later), mother of F. Keller; Jane Corbin, half sister of Mabel; Alexander Corwin, father; Ezekiel Corwin, brother of Alexander; Edward Corwin, Mabel's full brother; Donated by Mrs Vernon Keller, Ellenville, NY" Note by Jack Weiser: The baby is not identified.

A second note/comment by Jack Weiser: "Both are KELDER not Keller.....

SRP: This photo was taken at the Delaware Aqueduct, not at one of the Phillipsport locks. See S. Robert Powell's *Addendum III*, item 29, pp. 80-89, where another photo, taken at the same site on the same day as this photo, is given, with this caption:

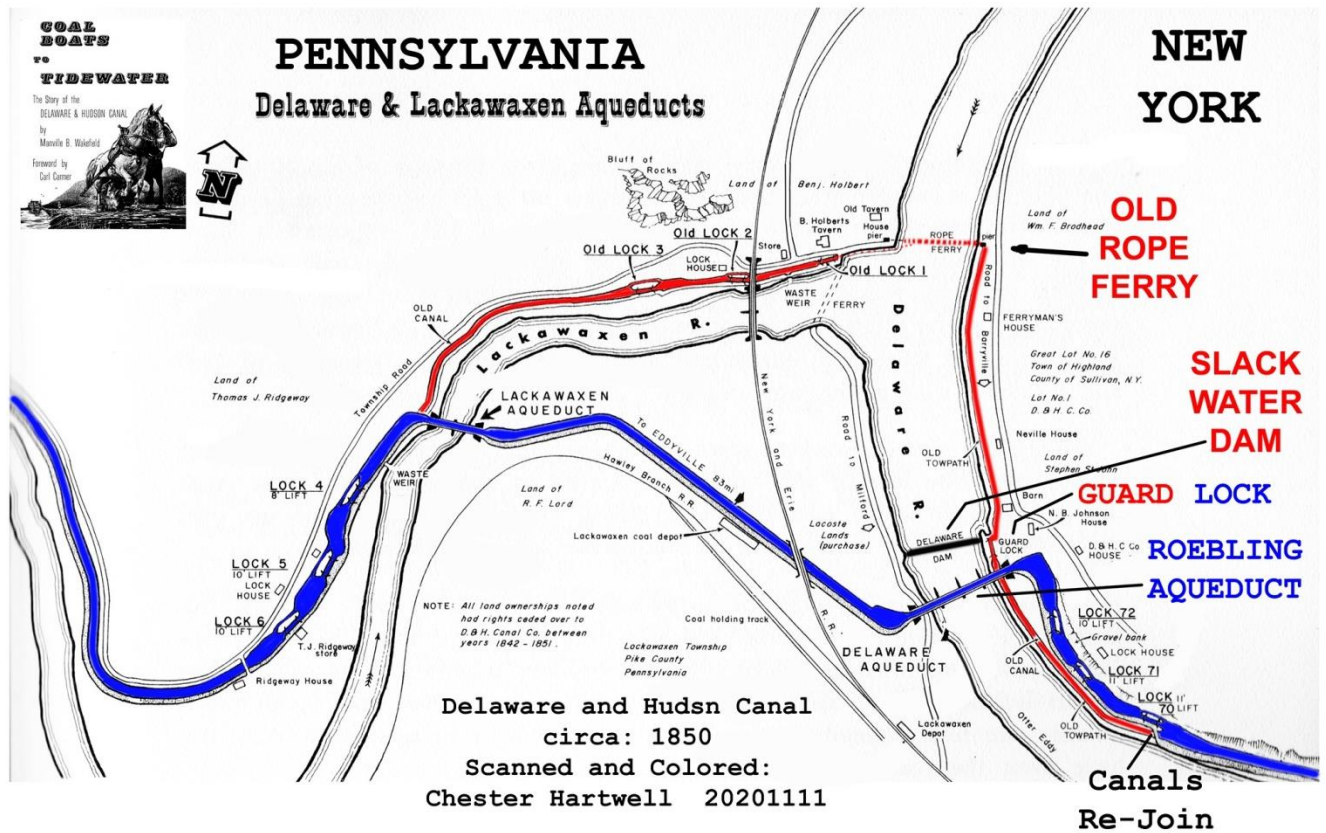
"Little Freddie," Loaded, Waiting to Cross the Delaware Aqueduct. Original print of the photo, in the archives of the Pike County Historical Society at Milford, PA, with the following caption: "Little Freddie" Waiting at the Delaware Aqueduct for a Light Boat to Pass, 1886". Photo copied by SRP on September 20, 2013.

Here is a detail from the map of the Delaware Aqueduct site in the Canadian Archives. On this detail, we have indicated the exact location of "Little Freddie" (loaded with coal and waiting to cross the Delaware Aqueduct from the Pennsylvania shore to the New York shore) in this photo is indicated:




"Little Freddie", in the photo on the preceding page, is in the small basin on the Pennsylvania shore of the Delaware Aqueduct. It is waiting for a light boat to cross the aqueduct from the New York shore to the Pennsylvania shore of the Delaware River.

Chester Hartwell scan, November 11, 2020:



19. Frank Sherrer worked in the D&H coal pockets following his discharge from the Civil War on June 22, 1865:

 To the Historical Society of
Larondale, Pa

These are some articles, flag and
canteen Frank Sherrer was the last
survivor of the Civil War and died in
1939. He was buried in the Maplewood
Cemetery.

We are sending these articles to be
put in the Historical Society.

Would it be possible to have a
picture of the cemetery since it has been
cleaned up.

My mother and father are buried
in the cemetery also. John & Elizabeth
Campbell.

Thank you so much for
cleaning the debris from the cemetery.
I am enclosing \$50.00 for upkeep.

Sincerely
John Campbell, Janet


CAMPBELL FAMILY TRUST DTD.
PH. 941-727-0251
606 50TH AVE TER W
BRADENTON, FL 34207


81-727
829

2579

Oct 1, 2020
Date

Pay to the
order of Robert Powell \$ 50.00
Fifty And 00
100 Dollars

 **Bank OZK** Member FDIC
ozk.com

For Upkeep - Maplewood Cemetery Janet L. Campbell 

⑆08 2907 273⑆ 8340015356⑈ 02579

In the box from the Campbells was this GAR Canteen that belonged to Frank Sherrer:



Also included were the newspaper clippings about Frank Sherrer that are given below:

9-12-39
Last of Carl
Frank Sherrer, 97
Dies In Home Tod

**Civil War Veteran And Last
Member of W. H. Davies
Post 187, Grand Army of
the Republic, of This City,
Ends Long And Useful
Career Peacefully In His
Home On Mill Street.**

Frank Sherrer, Carbondale's last survivor of active service in the Civil War, died last evening at 8:30 o'clock at his home, 71 Mill street. Mr. Sherrer would have reached the age of 97 years had he lived until the 12th day of next month..

Born in Baden, Germany, he came to the United States in 1860. He lived for a year in New York. In 1861, after the outbreak of the Civil War, he enlisted in Co. H., First New York Light Artillery, and served until the close of the war in 1865.

He participated in most of the major battles fought on Virginia soil and was at Gettysburg when the Confederate Army penetrated into Pennsylvania for a major thrust at the Northern home territory. He fought in the terrific struggle which has been known since as the battle which fixed the high water mark of the Rebellion. From that time until the close of the war the course of the Southern armies was steadily one of withdrawals.

In his service record are the names of such engagements as Yorktown, Va.; Seven Pines, Mechanicsville, White Oak Swamp, the

Sherrer; a daughter, Mrs. Harlor; two grandsons and great-grandchildren.

The funeral will be held afternoon, with services at family home at two o'clock in charge of the Rev. Clarke R. bore, rector of Trinity church. Interment will be in Marine cemetery. Military rites will be at the funeral.

1865.

He participated in most of the major battles fought on Virginia soil and was at Gettysburg when the Confederate Army penetrated into Pennsylvania for a major thrust at the Northern home territory. He fought in the terrific struggle which has been known since as the battle which fixed the high water mark of the Rebellion. From that time until the close of the war the course of the Southern armies was steadily one of withdrawals.

In his service record are the names of such engagements as Yorktown, Va.; Seven Pines, Mechanicsville, White Oak Swamp, the Second Bull Run, Antietam, Fredericksburg, Gettysburg, Mine Run, Spottsylvania, North Ann River, Cold Harbor, the Siege of Petersburg, Weldon Railroad, Six Mile House and Poplar Creek church.

Despite the long period of dangerous service through which he lived he was wounded only once, in the latter part of the war, when a shell fragment struck him in the foot.

After he had been honorably discharged from the Federal Army by a government appreciative of his services, he came to Carbondale and settled here. He had been a resident of the city since.

For many years he was employed by the Hendrick Manufacturing company. After his retirement several years ago, his former associates of the Hendrick company established the custom of paying an annual Christmas call upon him. The last such call was made last Christmas season.

It has been customary also in late years for a delegation of the city's veterans of the Spanish-American and World Wars to pay him a Memorial Day call. He was the city's last surviving member of the William H. Davies post of the G. A. R.

Mr. Sherrer was a member of the congregation of Trinity Episcopal church.

He is survived by a son, George

Military Rites Accorded Sherrer

Last Member of G. A. R. Post Buried

The funeral of Frank Sherrer, 97, last surviving member of Davies Post, Grand Army of the Republic, was held yesterday afternoon from the home of his daughter, Mrs. Nellie Harlor, 71 Mill Street.

Services were in charge of the Rev. Clarke R. Trumbore, rector of Trinity Episcopal Church. Interment was in Maplewood Cemetery.

Members of Crane Post, American Legion; Anthracite Camp, Spanish War Veterans, and a unit of the National Guard attended.

Casket bearers were: John Coosides, Andrew Wyllie, George J. Leshner and Adj. Donald Milligan of the American Legion, James Turner and James Vickers of the Spanish War Veterans, Joseph McDonald, Emmett Fee and Henry Christian were color guards. William K. Campbell and George Ward were color bearers. Frank Bruno was the bugler.

The firing squad was composed of Thomas B. Moran, sergeant; James Tomaine, Edwin Williams, Albert Cannon, Paul Coggins, Elmer Henry, Leonard McKenna, James Tyson and Al Campbell.

War Veteran Quietly Observes Christmas

CARBONDALE, Dec. 25.—One of the few men to figure in nearly all of the major engagements during the Civil War is Frank Sherrer, 93, last



FRANK SHERRER

survivor of William Davies Post, Grand Army of the Republic, which once boasted a membership of more than six hundred soldiers and sailors. Today he spent Christmas quietly in his home, 71 Mill Street, enjoying the calls of his friends and reading over the many greeting cards sent to him from all sections of the county.

Despite his age, Mr. Sherrer is in good physical condition. He smokes several pipefuls of tobacco daily, reads the newspapers and is extremely conversant on current events. He goes to bed at a regular hour each evening and gets about the same time every morning.

Born at Baden, Germany, on October 12, 1842, he came to this country in the Spring of 1860. He enlisted in the Army of the North at New York on August 10, 1861, and served in Company H, First Regiment of New York State Volunteers, under the command of Capt. C. E. Mink and Col. C. S. Wainwright.

Mr. Sherrer is rather reticent about his war experiences. He moved into the South with one of the first armies and figured in the deciding battles in Virginia and Tennessee, some of them with the army of General U. S. Grant. He was wounded in the leg during a battle on October 1, 1864. He was discharged at Elmira, N. Y., on June 22, 1865.

Later that year, Mr. Sherrer settled in Carbondale and for several years was employed at the D. & H. coal pockets. Thirty-six years ago he entered the machine shop of the Hendrick Manufacturing Company and worked there as a machinist until his retirement six years ago. His popularity with his fellow employes is shown by their annual Christmas visit to him with tobacco, candy and other presents since he was retired. He has a daughter, Mrs. Nellie Harlor, and a son, George Sherrer, this city.

20. "A New Door Has Been Opened on the History of the D&H Canal" by S. Robert Powell. This article was published in the *BLHS Bulletin*, November 2020, pp. 14-16.

For the Record

A New Door Has Been Opened on the History of the D&H Canal

by S. Robert Powell, Ph.D.

In April, 1857, the D&H, seeking to recover the additional tolls which it asserted the Pennsylvania Coal Company owed the D&H following the third enlargement of the D&H Canal, filed suit in the New York Supreme Court, Ulster County, against the PCC. The pleadings and testimony that constitute the record of those proceedings, 1857-1861, were published in eight volumes which, before the present digital age, were not easily accessible to historians. Those volumes have now been digitized and are accessible to all.

Recorded in those volumes, which today are of marginal interest as judicial records, is an immense quantity of data about and descriptions of the D&H Canal and its operations that is not included in any of the published histories of the D&H Canal. Consider the following examples:

1. Hours of operation of the locks on the D&H Canal

When asked if the locks on the D&H Canal were kept open during the entire night, Russel F. Lord, the Superintendent of the canal, replied: "They generally are, except at some parts of the season when they are closed during part of the night [from September or October until the close of navigation when the locks were closed from 12 o'clock P.M. until 6 o'clock in the morning], except from 12 o'clock Saturday night, to 12 o'clock Sunday night, when the lock tenders are requested to close the locks. During all other hours, night and day, unless otherwise directed by an officer on the canal [the locks are open]".

A letter dated February 6, 1850 to John Wurts, Esq. from R.F. Lord, D&H Canal Engineer/Superintendent: "The opening of the locks night and day, although at this additional expense, will prove an economical arrangement and furnish the means of making a considerable reduction in the cost of freight after [the] boatmen get organized"...

George W. Tuthill: Q: State during what part of the day you ran in making your trips with the large boats in 1850 and 1851? A: We ran them night and

day when the way was clear, except on Sundays ... I think that by running night and day in those years, it would shorten the time ... from two and a half to three days per trip".

The point of view of the Canal superintendents on this question: Calvin Hasbrouck, Superintendent of the first division: "Boating goes much smoother, and with less difficulty, and they apparently make as good time when the locks are closed from 4 to 6 hours during the night, as when they are running all night".

Ralph W. DePuy, Superintendent of the 2nd division: Q: "Do boatmen make any better time, or any more trips, in a season when running night and day, than when they lay up five or six hours during the night for rest?" A: "They always make better time over my division when laying up part of the night, than when they run all night".

R. F. Lord note: Lord, who became the chief engineer of the Canal in 1831, began working for the D&H in March 1826 as assistant to Porteus R. Root, Esq., resident engineer on the Delaware Division of the Canal (from Bird's-nest Rock to a point near Van Tuyl's Basin, about 17 or 18 miles in length).

2. Boats used by the PCC and the D&H

R. F. Lord: "The usual model of boats used by the defendants [PCC] is a round bowed boat, carrying from 115 to 120 tons each; some of them have carried more than 120 tons. [The defendants also use] the round-bowed sectional scows, [which] I consider to be the most economical boats for canal transportation; they cost less than the round-bowed boats; they are lighter, and carry more cargo with the same draught of water. The round-bowed boats are safe to use on the Hudson River to Port Ewen and New York [City]; the sectional scows are not. A round-bowed boat of 125 tons cost \$1,400 in 1853; a sectional scow cost from \$900 to \$925 in 1853. ... In 1853, the Delaware and Hudson Canal Company had 553 boats of all kinds [emphasis added] on the canal".

3. The six Neversink locks in the 1857 enlargement of the canal

R. F. Lord: "The six locks at the Neversink on the old canal were of the same width as the others on the old canal. On the enlarged canal, these locks are 15-1/2 feet wide, making them six inches wider than those on the other part of the enlarged canal where navigation is descending towards tide-water. [These locks were made six inches wider] ... to give more room for displacing the water when an ascending boat was going into them, and to save power as well as to increase their speed. The additional width was made to aid the ascending boat upon entering a lock on the lower level, as well as to make it easier to draw the boat out when it was raised to the upper level; the aid for drawing out on the upper level would not have been needed if the boat could have been flooded out. [On all the other locks on the canal where loaded boats are going to tide-water] the boats can be flooded out. [In flooding] the water is let in from the upper paddles so as to flood the boat out without the aid of much horse-power, and, generally, by the time the horses get a tight line, the boat is out of the lock, and moving with the ordinary speed it attains on the levels between locks. ... There is also a tow-path on each side of the canal [on these Neversink locks] of similar effect to the double tow path at High Falls; ... these changes at the Neversink make the navigation of boats through the aqueduct and locks more easy and with greater dispatch than was on the old canal; there is a material saving of time..."

4. D&H canal boats in 1860

454 boats ran on the Canal in 1860. One boat made 12 canal trips (12 total trips); 36 made 11 trips (396 total trips); 133 made 10 trips (1,330 total trips); 112 made nine trips (1,008 total trips); 65 made 8 trips (520 total trips); 31 made seven trips (217 total trips); 22 made six trips (132 total trips); 18 made five trips (90 total trips); 10 made four trips (40 total trips); eight made three trips (24 total trips); six made two trips (12 total

trips); and 12 made one trip (12 total trips). For the season: 454 boats made 3,793 total trips.

5. Cost, per season, of running a 50-ton boat in 1849

Exclusive of repairs, allowing her to make 14 trips in the season, supposing the boat's crew to consist of three hands:

George Wood: "Captain's wages, \$105; Bowman's wages, \$42; Driver's wages, \$28; Board of crew, \$143.50; use of horse for season, \$37.50; oats, 25 bushels, \$70; hay and stabling, \$26.25; horse-shoeing, about \$10.50; bow and stern lines for the season, 55 lbs., \$6.60; six tow lines, 72 lbs, \$8.64; lights for the season, about \$3.50; harness would cost \$10, and last three years, the repairs to it would average \$1.50 per season, thus making the expense for harness per season \$4.83; feed baskets, etc., \$2; installments for use of boat, \$8 per trip, \$112 per season. Cost of unloading Canal boat, five cents per ton. Total cost per season, \$600.32".

6. Crossing the Delaware River before the Roebling Aqueduct was built

Peter P. Yaple: "If the river was low, we would give headway to the boat with our horses, and shoot across it, as we call it; and take the horse in a scow and draw it over by a line or cable crossing the river; if the river was high, we would run our boat to the scow, and take a line out on the scow, and haul the boat over by hand".

Russel F. Lord: "... On the old canal [before the Delaware Aqueduct was built] the boats crossed the Delaware River in a pool created by the Delaware dam, using a rope ferry to transfer the horse from one side to the other..."

7. Boats passing each other on the Canal

Orlando Tuthill: "...The horse going up the canal to take the inside of the tow-path, and the horse coming down to stop and drop his line so as to allow the other horse to pass over it..."

Questions by attorney, answers by Tuthill: Q: "Can boats pass each other when meeting unless one of the horses stops?" A: "They do sometimes".

Q: "How do they get over the line?" A: "They take the line over them".

Q: "How is that done if the horse does not stop?" A: "They hold it up over the boat".

Q: "Do you pretend to say that this can be done when the line is 'taut', while the horse is drawing the boat with the line?" A: "They frequently make us do it, or else fine us for not doing so".

8. Wages for "a crew of colored persons"

Peter P. Yaple: Questions by attorney, answers by Yaple:

Q: "You have stated that you had a crew of colored persons on your boat in 1853, whose wages cost you \$33 a month; what would it have cost you that season for wages if you had contracted with a white man to furnish the crew to run the boat?"

A: "The man to whom I spoke previously to my hiring the colored man wanted \$40 a month".

9. Rules and regulations for the running of boats

Russel F. Lord: "The rules, regulations and by-laws, for the government of the canal, are made by the stockholders; the rules for the government of the lock-tenders have been made by me".

10. Width of the Canal

Russel F. Lord: "About three miles of the navigation from Eddyville is slack-water navigation in the Rondout Creek; I should think something more than one-eighth of the whole length of the canal was natural basins, where the water flows out wider than the usual canal width".

11. First PCC coal carried on the Canal

John Wurts, in the March 26, 1850 "Annual Report to the Board of Managers and Stockholders of the D&H", reported: "An arrangement has been entered into with the Pennsylvania Coal Company, by which this Company will receive and market all their coal on tide-water, charging them with a proportionate amount of all expenses, and a commission on sales. Such an arrangement is deemed beneficial to the interest of both parties".

Russel F. Lord: "Their [PCC] first coal was cleared from Hawley on the 8th of June, 1850. ... For the years 1850 and '51 there was an arrangement between the two companies, by which the Delaware and Hudson Canal Company let the boats and received the coal of the Pennsylvania Coal Company at Rondout, and paid the freight thereon; the coal went into the common stock and was sold by the Dela-

ware and Hudson Canal Company, and the proceeds paid over. ... In 1852, the PCC commenced carrying their own coal on the Delaware and Hudson Canal"...

12. The six divisions of the D&H Canal

(1) Eddyville to Lock No. 22 (14 miles), Calvin Hasbrouck, superintendent, and Henry S. Mowl, foreman.

(2) Locks 23-38 (20 miles), Ralph W. Depuy, superintendent.

(3) Locks 39-55 (20 miles), Wm. C. Rose, superintendent.

(4) Locks 56-61 (17 miles), Samuel B. Farnum, superintendent.

(5) Locks 62 to Delaware Aqueduct (14 miles), L. D. Fuller, superintendent; and,

(6) Lackawaxen section, Delaware River to Honesdale (25 miles), J. B. Fitch, superintendent.

13. Breaches and floods and miscellaneous

In 1853, navigation was interrupted by breaches during the year for 18 days, and by floods 13 days.

Cornell Freight Boats: These boats carried 15 to 60 tons of freight.

Great Drought of 1854: Lasted three months; the boats had to be lighted over the Summit level.

Andries R. Van Wagenen was named agent in the spring of 1854 for the PCC on the D&H Canal. He had worked as chain-bearer in 1825 on D&H Canal, and in 1846 he became assistant to Ephraim E. DePuy, Superintendent.

Joseph P. Walton, who was the assistant engineer on the section between the Summit and Eddyville for the third enlargement, was R.F. Lord's principal assistant.

14. Surplus capacity on the D&H Canal

The D&H discovered, following the 1848 enlargement of its canal, that the capacity of the canal was far greater than that of the railroad which fed the canal with coal. Accordingly, they invited other parties who owned coal fields in Pennsylvania and elsewhere to connect their coal fields with the Canal. The D&H would then, upon reasonable terms, allow those parties to transport their coal on the canal to tidewater. Out of that invitation grew the contract, dated August 31, 1847, between the D&H and the PCC (the PCC being granted the use of half the estimated capacity of the canal,

400,000 tons). The D&H then enlarged its canal to a bottom average 30 to 35 feet, surface 48 to 50 feet, depth of water 6 feet, and locks 15 feet wide and 90 feet long; the enlargement completed in early 1853 at a cost of more than \$2,500,000. With boats carrying 125 to 130 tons now being able to travel on the canal, the canal's capacity was doubled and the cost of transportation [per ton] accordingly was reduced. A 125-ton boat on the enlarged canal could transport coal for about 40 cents a ton less than the 50-ton boats in use after the second enlargement.

15. Measuring the Canal

As soon as the third enlargement was completed, the PCC began to question the scope and nature of the work accomplished by the D&H during that enlargement, most probably in an effort to distance themselves from their financial commitment to the enlargement and the terms of their agreement with the D&H. In the spring of 1853, the PCC contracted with two parties (William J. Harlan and A.H. Vandling) to measure certain sections of the Canal, and to determine for themselves what were the specifications on the Canal over which they were to send their coal to market. The following year, 1854, the PCC contracted with three other parties to have the entire Canal measured: Delos E. Culver, from Eddyville to Ellenville; Isaac B. Culver, from Ellenville to Port Jervis; and Lord Butler, from Port Jervis to Hawley. Their surveys and their measurements are the primary content of Volume V in the D&H/PCC proceedings. In examining those surveys, the lawyers for the D&H declared all their work to be useless because of the methodology used, and because those parties did not determine the true bottom of the canal as they measured.

"The true bottom of the canal", said the D&H, "is not the earth bottom, as assumed and measured by most of the witnesses on the part of the defendant [the PCC], but it is the plane on the level, corresponding with the mitre-sill of the lock at the upper end of the level".

R.F. Lord on this question: "As a general thing, the top of the lower mitre-sill is the bottom line of canal, and the depth of water on it indicates the boating head of the level below the lock, and a six-foot head would be six feet on the mitre-sill".

16. Railroad and Canal interconnected

In 1860, the D&H paid the boatmen demurrage of \$3 a day for every day, over two days, that they were detained, at both ends of the Canal. Such delays could have been caused by high water, breaks in the Canal, strikes in the mines, or problems on the railroads. In May 1859, the D&H paid demurrage to the boatmen because of problems on the just-then-completed 1859 *configuration of the Gravity Railroad* [emphasis added].

Asher M. Atkinson, foreman and assistant superintendent on a portion of the Lackawaxen section of the Canal, was asked by the PCC attorney: Q: "Was there not also great detention [of boats outside the Honesdale boat basin] during the month of May, in the year 1859, growing out of irregularity in the running of the cars upon the new portions of the plaintiff's railroad [emphasis added], which had been completed that spring in consequence of cars running off the track, and being precipitated down the planes? A: "I have no knowledge of such fact, except by report, and that to but a small extent".

Q: "Was it not current at Honesdale, among the officers and employees of the Company, that the boats were generally detained, in consequence of the difficulties, smashes, and break-ups, of the cars running upon the new portion of the Company's railroad in that month during the season of 1859?" A: "I only know that the boats were detained, and the difficulty was said to be that the coal did not come over the road; that is all I know".

17. Horatio Allen and James Archbald and the D&H Canal

Allen: "I was resident engineer on the Summit division of the Delaware and Hudson Canal, extending from Wurtsborough to the Ulster County line, a distance of about ten miles, during its construction. It was the practice where the levels were short to make the canal of extra width. I ceased to be connected with the construction of the D&H Canal in 1826 or 1827".

Archbald: "I have been engaged for twenty-five years in the employment of the Delaware and Hudson Canal Company upon the canal while it was being constructed, and the balance of the time on their railroads and mines. ... "I acted as resident engineer on the D&H Canal

during its construction, and part of the time had charge of the division between Wurtsborough and Bird's-nest Rock, a distance of about seventeen miles; and subsequently of a division upon the Delaware River between Van Tuyl's basin and the mouth of the Lackawaxen, a distance of about eight miles; and after that I was resident engineer upon the Lackawaxen Section, between the Delaware River and Ritch's Lock, a distance of about three miles. The whole of the Delaware and Hudson Canal between Wurtsborough and Bird's-nest Rock was completed under my supervision. ... The whole of the Delaware and Lackawaxen sections were commenced and completed under my supervision, with the exception of the lining. About ten or eleven miles of the summit level were made by me. I left the canal in the fall of 1827, I think it was".

And on and on it goes. Page after page of data about, and descriptions of, the D&H Canal and its operations that are not included in any of the published histories of the D&H Canal. What we have presented here is only a small sampling of the vast quantity of primary data about the D&H that is recorded in the eight volumes (nearly five thousand pages) of pleadings and testimony in the New York Supreme Court, 1857-1861, and nowhere else. Those among us who are interested in the history of the D&H Canal must now, in the years ahead, incorporate into the existing published histories of the D&H Canal this immense body of newly-discovered data about the D&H Canal and its operations.

Note: Russel F. Lord spelled his first name with only one "l".

D&H-1825-1841-1843-1845-1847-1849-1851-1853-1855-1857-1859-1861-1863-1865-1867-1869-1871-1873-1875-1877-1879-1881-1883-1885-1887-1889-1891-1893-1895-1897-1899-1901-1903-1905-1907-1909-1911-1913-1915-1917-1919-1921-1923-1925-1927-1929-1931-1933-1935-1937-1939-1941-1943-1945-1947-1949-1951-1953-1955-1957-1959-1961-1963-1965-1967-1969-1971-1973-1975-1977-1979-1981-1983-1985-1987-1989-1991-1993-1995-1997-1999-2001-2003-2005-2007-2009-2011-2013-2015-2017-2019-2021-2023-2025-2027-2029-2031-2033-2035-2037-2039-2041-2043-2045-2047-2049-2051-2053-2055-2057-2059-2061-2063-2065-2067-2069-2071-2073-2075-2077-2079-2081-2083-2085-2087-2089-2091-2093-2095-2097-2099-2101-2103-2105-2107-2109-2111-2113-2115-2117-2119-2121-2123-2125-2127-2129-2131-2133-2135-2137-2139-2141-2143-2145-2147-2149-2151-2153-2155-2157-2159-2161-2163-2165-2167-2169-2171-2173-2175-2177-2179-2181-2183-2185-2187-2189-2191-2193-2195-2197-2199-2201-2203-2205-2207-2209-2211-2213-2215-2217-2219-2221-2223-2225-2227-2229-2231-2233-2235-2237-2239-2241-2243-2245-2247-2249-2251-2253-2255-2257-2259-2261-2263-2265-2267-2269-2271-2273-2275-2277-2279-2281-2283-2285-2287-2289-2291-2293-2295-2297-2299-2301-2303-2305-2307-2309-2311-2313-2315-2317-2319-2321-2323-2325-2327-2329-2331-2333-2335-2337-2339-2341-2343-2345-2347-2349-2351-2353-2355-2357-2359-2361-2363-2365-2367-2369-2371-2373-2375-2377-2379-2381-2383-2385-2387-2389-2391-2393-2395-2397-2399-2401-2403-2405-2407-2409-2411-2413-2415-2417-2419-2421-2423-2425-2427-2429-2431-2433-2435-2437-2439-2441-2443-2445-2447-2449-2451-2453-2455-2457-2459-2461-2463-2465-2467-2469-2471-2473-2475-2477-2479-2481-2483-2485-2487-2489-2491-2493-2495-2497-2499-2501-2503-2505-2507-2509-2511-2513-2515-2517-2519-2521-2523-2525-2527-2529-2531-2533-2535-2537-2539-2541-2543-2545-2547-2549-2551-2553-2555-2557-2559-2561-2563-2565-2567-2569-2571-2573-2575-2577-2579-2581-2583-2585-2587-2589-2591-2593-2595-2597-2599-2601-2603-2605-2607-2609-2611-2613-2615-2617-2619-2621-2623-2625-2627-2629-2631-2633-2635-2637-2639-2641-2643-2645-2647-2649-2651-2653-2655-2657-2659-2661-2663-2665-2667-2669-2671-2673-2675-2677-2679-2681-2683-2685-2687-2689-2691-2693-2695-2697-2699-2701-2703-2705-2707-2709-2711-2713-2715-2717-2719-2721-2723-2725-2727-2729-2731-2733-2735-2737-2739-2741-2743-2745-2747-2749-2751-2753-2755-2757-2759-2761-2763-2765-2767-2769-2771-2773-2775-2777-2779-2781-2783-2785-2787-2789-2791-2793-2795-2797-2799-2801-2803-2805-2807-2809-2811-2813-2815-2817-2819-2821-2823-2825-2827-2829-2831-2833-2835-2837-2839-2841-2843-2845-2847-2849-2851-2853-2855-2857-2859-2861-2863-2865-2867-2869-2871-2873-2875-2877-2879-2881-2883-2885-2887-2889-2891-2893-2895-2897-2899-2901-2903-2905-2907-2909-2911-2913-2915-2917-2919-2921-2923-2925-2927-2929-2931-2933-2935-2937-2939-2941-2943-2945-2947-2949-2951-2953-2955-2957-2959-2961-2963-2965-2967-2969-2971-2973-2975-2977-2979-2981-2983-2985-2987-2989-2991-2993-2995-2997-2999-3001-3003-3005-3007-3009-3011-3013-3015-3017-3019-3021-3023-3025-3027-3029-3031-3033-3035-3037-3039-3041-3043-3045-3047-3049-3051-3053-3055-3057-3059-3061-3063-3065-3067-3069-3071-3073-3075-3077-3079-3081-3083-3085-3087-3089-3091-3093-3095-3097-3099-3101-3103-3105-3107-3109-3111-3113-3115-3117-3119-3121-3123-3125-3127-3129-3131-3133-3135-3137-3139-3141-3143-3145-3147-3149-3151-3153-3155-3157-3159-3161-3163-3165-3167-3169-3171-3173-3175-3177-3179-3181-3183-3185-3187-3189-3191-3193-3195-3197-3199-3201-3203-3205-3207-3209-3211-3213-3215-3217-3219-3221-3223-3225-3227-3229-3231-3233-3235-3237-3239-3241-3243-3245-3247-3249-3251-3253-3255-3257-3259-3261-3263-3265-3267-3269-3271-3273-3275-3277-3279-3281-3283-3285-3287-3289-3291-3293-3295-3297-3299-3301-3303-3305-3307-3309-3311-3313-3315-3317-3319-3321-3323-3325-3327-3329-3331-3333-3335-3337-3339-3341-3343-3345-3347-3349-3351-3353-3355-3357-3359-3361-3363-3365-3367-3369-3371-3373-3375-3377-3379-3381-3383-3385-3387-3389-3391-3393-3395-3397-3399-3401-3403-3405-3407-3409-3411-3413-3415-3417-3419-3421-3423-3425-3427-3429-3431-3433-3435-3437-3439-3441-3443-3445-3447-3449-3451-3453-3455-3457-3459-3461-3463-3465-3467-3469-3471-3473-3475-3477-3479-3481-3483-3485-3487-3489-3491-3493-3495-3497-3499-3501-3503-3505-3507-3509-3511-3513-3515-3517-3519-3521-3523-3525-3527-3529-3531-3533-3535-3537-3539-3541-3543-3545-3547-3549-3551-3553-3555-3557-3559-3561-3563-3565-3567-3569-3571-3573-3575-3577-3579-3581-3583-3585-3587-3589-3591-3593-3595-3597-3599-3601-3603-3605-3607-3609-3611-3613-3615-3617-3619-3621-3623-3625-3627-3629-3631-3633-3635-3637-3639-3641-3643-3645-3647-3649-3651-3653-3655-3657-3659-3661-3663-3665-3667-3669-3671-3673-3675-3677-3679-3681-3683-3685-3687-3689-3691-3693-3695-3697-3699-3701-3703-3705-3707-3709-3711-3713-3715-3717-3719-3721-3723-3725-3727-3729-3731-3733-3735-3737-3739-3741-3743-3745-3747-3749-3751-3753-3755-3757-3759-3761-3763-3765-3767-3769-3771-3773-3775-3777-3779-3781-3783-3785-3787-3789-3791-3793-3795-3797-3799-3801-3803-3805-3807-3809-3811-3813-3815-3817-3819-3821-3823-3825-3827-3829-3831-3833-3835-3837-3839-3841-3843-3845-3847-3849-3851-3853-3855-3857-3859-3861-3863-3865-3867-3869-3871-3873-3875-3877-3879-3881-3883-3885-3887-3889-3891-3893-3895-3897-3899-3901-3903-3905-3907-3909-3911-3913-3915-3917-3919-3921-3923-3925-3927-3929-3931-3933-3935-3937-3939-3941-3943-3945-3947-3949-3951-3953-3955-3957-3959-3961-3963-3965-3967-3969-3971-3973-3975-3977-3979-3981-3983-3985-3987-3989-3991-3993-3995-3997-3999-4001-4003-4005-4007-4009-4011-4013-4015-4017-4019-4021-4023-4025-4027-4029-4031-4033-4035-4037-4039-4041-4043-4045-4047-4049-4051-4053-4055-4057-4059-4061-4063-4065-4067-4069-4071-4073-4075-4077-4079-4081-4083-4085-4087-4089-4091-4093-4095-4097-4099-4101-4103-4105-4107-4109-4111-4113-4115-4117-4119-4121-4123-4125-4127-4129-4131-4133-4135-4137-4139-4141-4143-4145-4147-4149-4151-4153-4155-4157-4159-4161-4163-4165-4167-4169-4171-4173-4175-4177-4179-4181-4183-4185-4187-4189-4191-4193-4195-4197-4199-4201-4203-4205-4207-4209-4211-4213-4215-4217-4219-4221-4223-4225-4227-4229-4231-4233-4235-4237-4239-4241-4243-4245-4247-4249-4251-4253-4255-4257-4259-4261-4263-4265-4267-4269-4271-4273-4275-4277-4279-4281-4283-4285-4287-4289-4291-4293-4295-4297-4299-4301-4303-4305-4307-4309-4311-4313-4315-4317-4319-4321-4323-4325-4327-4329-4331-4333-4335-4337-4339-4341-4343-4345-4347-4349-4351-4353-4355-4357-4359-4361-4363-4365-4367-4369-4371-4373-4375-4377-4379-4381-4383-4385-4387-4389-4391-4393-4395-4397-4399-4401-4403-4405-4407-4409-4411-4413-4415-4417-4419-4421-4423-4425-4427-4429-4431-4433-4435-4437-4439-4441-4443-4445-4447-4449-4451-4453-4455-4457-4459-4461-4463-4465-4467-4469-4471-4473-4475-4477-4479-4481-4483-4485-4487-4489-4491-4493-4495-4497-4499-4501-4503-4505-4507-4509-4511-4513-4515-4517-4519-4521-4523-4525-4527-4529-4531-4533-4535-4537-4539-4541-4543-4545-4547-4549-4551-4553-4555-4557-4559-4561-4563-4565-4567-4569-4571-4573-4575-4577-4579-4581-4583-4585-4587-4589-4591-4593-4595-4597-4599-4601-4603-4605-4607-4609-4611-4613-4615-4617-4619-4621-4623-4625-4627-4629-4631-4633-4635-4637-4639-4641-4643-4645-4647-4649-4651-4653-4655-4657-4659-4661-4663-4665-4667-4669-4671-4673-4675-4677-4679-4681-4683-4685-4687-4689-4691-4693-4695-4697-4699-4701-4703-4705-4707-4709-4711-4713-4715-4717-4719-4721-4723-4725-4727-4729-4731-4733-4735-4737-4739-4741-4743-4745-4747-4749-4751-4753-4755-4757-4759-4761-4763-4765-4767-4769-4771-4773-4775-4777-4779-4781-4783-4785-4787-4789-4791-4793-4795-4797-4799-4801-4803-4805-4807-4809-4811-4813-4815-4817-4819-4821-4823-4825-4827-4829-4831-4833-4835-4837-4839-4841-4843-4845-4847-4849-4851-4853-4855-4857-4859-4861-4863-4865-4867-4869-4871-4873-4875-4877-4879-4881-4883-4885-4887-4889-4891-4893-4895-4897-4899-4901-4903-4905-4907-4909-4911-4913-4915-4917-4919-4921-4923-4925-4927-4929-4931-4933-4935-4937-4939-4941-4943-4945-4947-4949-4951-4953-4955-4957-4959-4961-4963-4965-4967-4969-4971-4973-4975-4977-4979-4981-4983-4985-4987-4989-4991-4993-4995-4997-4999-5001-5003-5005-5007-5009-5011-5013-5015-5017-5019-5021-5023-5025-5027-5029-5031-5033-5035-5037-5039-5041-5043-5045-5047-5049-5051-5053-5055-5057-5059-5061-5063-5065-5067-5069-5071-5073-5075-5077-5079-5081-5083-5085-5087-5089-5091-5093-5095-5097-5099-5101-5103-5105-5107-5109-5111-5113-5115-5117-5119-5121-5123-5125-5127-5129-5131-5133-5135-5137-5139-5141-5143-5145-5147-5149-5151-5153-5155-5157-5159-5161-5163-5165-5167-5169-5171-5173-5175-5177-5179-5181-5183-5185-5187-5189-5191-5193-5195-5197-5199-5201-5203-5205-5207-5209-5211-5213-5215-5217-5219-5221-5223-5225-5227-5229-5231-5233-5235-5237-5239-5241-5243-5245-5247-5249-5251-5253-5255-5257-5259-5261-5263-5265-5267-5269-5271-5273-5275-5277-5279-5281-5283-5285-5287-5289-5291-5293-5295-5297-5299-5301-5303-5305-5307-5309-5311-5313-5315-5317-5319-5321-5323-5325-5327-5329-5331-5333-5335-5337-5339-5341-5343-5345-5347-5349-5351-5353-5355-5357-5359-5361-5363-5365-5367-5369-5371-5373-5375-5377-5379-5381-5383-5385-5387-5389-5391-5393-5395-5397-5399-5401-5403-5405-5407-5409-5411-5413-5415-5417-5419-5421-5423-5425-5427-5429-5431-5433-5435-5437-5439-5441-5443-5445-5447-5449-5451-5453-5455-5457-5459-5461-5463-5465-5467-5469-5471-5473-5475-5477-5479-5481-5483-5485-5487-5489-5491-5493-5495-5497-5499-5501-5503-5505-5507-5509-5511-5513-5515-5517-5519-5521-5523-5525-5527-5529-5531-5533-5535-5537-5539-5541-5543-5545-5547-5549-5551-5553-5555-5557-5559-5561-5563-5565-5567-5569-5571-5573-5575-5577-5579-5581-5583-5585-5587-5589-5591-5593-5595-5597-5599-5601-5603-5605-5607-5609-5611-5613-5615-5617-5619-5621-5623-5625-5627-5629-5631-5633-5635-5637-5639-5641-5643-5645-5647-5649-5651-5653-5655-5657-5659-5661-5663-5665-5667-5669-5671-5673-5675-5677-5679-5681-5683-5685-5687-5689-5691-5693-5695-5697-5699-5701-5703-5705-5707-5709-5711-5713-5715-5717-5719-5721-5723-5725-5727-5729-5731-5733-5735-5737-5739-5741-5743-5745-5747-5749-5751-5753-5755-5757-5759-5761-5763-5765-5767-5769-5771-5773-5775-5777-5779-5781-5783-5785-5787-5789-5791-5793-5795-5797-5799-5801-5803-5805-5807-5809-5811-5813-5815-5817-5819-5821-5823-5825-5827-5829-5831-5833-5835-5837-5839-5841-5843-5845-5847-5849-5851-5853-5855-5857-5859-5861-5863-5865-5867-5869-5871-5873-5875-5877-5879-5881-5883-5885-5887-5889-5891-5893-5895-5897-5899-5901-5903-5905-5907-5909-5911-5913-5915-5917-5919-5921-5923-5925-5927-5929-5931-5933-5935-5937-5939-5941-5943-5945-5947-5949-5951-5953-5955-5957-5959-5961-5963-5965-5967-5969-597

21. Lake George and the Delaware and Hudson Railroad; material posted on Facebook in the Delaware and Hudson group, October 21, 2020:

Re-posted by: [Daniel C Carroll Jr.](#), in the [Delaware and Hudson Railroad](#) Facebook, October 21, 2020. (Posted originally by [Bruce Moon](#) in the Facebook group called [COMING HOME to LAKE GEORGE NY](#))



“The Delaware and Hudson Railroad Engine No. 313 delivers the steam yacht "Ellide" to Baldwin Dock in the 1890s. The boat rides on a flatcar along a makeshift launching track near the steamboat dock. A winch on the flat car allows the boat to roll gently down the ramp into the water. The D&H maintained a similar permanent "marine track" in the village of Lake George (Caldwell).”

Comments by:

Phil Aubrey: Those tracks were also used for ice cutting until it was moved to Glen Lake.

Al Faller: The tracks are still under the water by dog beach about 200 feet from shore!

22. Copy of SRP's *Addendum III* to Ann Gardner, October 23, 2020: “I placed an electronic copy of my D&H Volume XXVII, which was published in loving memory and in honor of Stacy L. Gardner, in the Gardner mailbox at 256 White Rock Road, Browndale, PA, at mid-afternoon today. At 7:16 P.M., I received the following e-mail from Ann Gardner: “Thank you Robert for the disc. I have gone through it and will go over again and again. As I said before, he really loved the research and what he was doing. I know he had many ideas to go forward. He spoke to me often on what he was doing and showed me his research. Will appreciate the fancy jackets. / Fondly Ann”

23. D&H money [dh-canal-monedy.pdf]. Sincere thanks to thanks Dave Buonomo, October 29, 2020, whose Uncle is an avid paper money collector and a subscriber to *Paper Money*, and who told Dave about the article.

See also SRP's Volume XVI, pp. 413-421.

Side note on money and D&H Banking Privileges: 1823-1843:

In Hollister's unpublished 1880 typescript we read: "Banking privileges which were originally granted to the company by special Act of Legislature of New York in 1823, expired Nov. 19, 1843. It was not found expedient or profitable to make any other use of them than to circulate the Company's own Bank paper in its Canal and coal payments. The Board deemed it advisable to ask for a renewal of the privileges, but concluded to give exclusive attention to mining, transporting and trafficking in coal. . ."

"In 1825 subscription books were opened in New York for the sale of stock and a capital stock of \$1,500,000 was easily oversubscribed. Early in March of that year, the first board of managers met in the Tontine Coffee House in New York where the board of directors, consisting of thirteen men, was elected. A few days later, Philip Hone was elected the first president, with John Bolton, treasurer. / The fact that Philip Hone, of old lineage and much respected in both financial and social circles has been chosen president by the new company, gave it much prestige, and business prospered. In order to give the new company a New York office, \$500,000 of the capital stock was utilized in establishing a banking institution with offices at 13 Wall Street. This bank was maintained until the expiration of its charter in 1844 and it is of note now because it was erected on that ground just east of Nassau street on Wall street, opposite to the present site of the J. P. Morgan building and on the ground of the present sub-treasury." (N. H. Hiller's 3-part history in the D. & H. Bulletin)

Notices found by SRP in the Dundaff Republican:

"*Caution.* One dollar notes of the Bank of the Delaware & Hudson Canal Company altered to five are in circulation. The alteration is very well done, but they may be detected by the word *five* in capital letters, in the body of the note being larger and fainter than the word dollar, which is not the case in the genuine. *N. Y. Jour. of Com.*" (*Dundaff Republican*, March 20, 1828, p. 3)

"One hundred thousand dollars five per cent State Stock, issued on account of the Delaware and Hudson Canal Company, were sold at New York on Friday at auction, by Messrs. Hone and Sons, for a premium of $7\frac{3}{4}$ per cent." (*Dundaff Republican*, March 27, 1828, p. 3)

"One Dollar notes of the Bank of Delaware and Hudson Canal Company, altered to five, are in circulation. The alteration is well done." (*Dundaff Republican*, May 1, 1828, p. 3)

“Altered Bills.—We have just seen a one dollar bill of the Delaware and Hudson Canal Co. very ingeniously altered to five dollars, by extracting the ink from the word “five,” and pasting the figure 5, at the head of the bill, upon the figures 1. So skillful is the workmanship, and so well calculated to deceive, that the bill had been taken in payment by a very a respectable merchant, and by him passed to another, before the cheat was discovered. We noticed a similar alteration a week or two since, in a bill of the same bank, except that the ‘one,’ instead of being extracted by a chemical process, to make way for a substitute, was carelessly blotted with ink, &c. / Alb.[any] Pap[er].” Dundaff Republican, and Canal & Rail Road Intelligencer, July 30, 1829, p. 3)

D&H Canal Museum post, November 19, 2020:

“It was on this date, November 19, in 1824, that New York State amended the act to incorporate the D&H Canal Company to allow them to operate a bank for 20 years. This was a way for the nascent company to (possibly) make money for their stock holders while expending money to construct their waterway, and was fairly common for these early industries. Pictured here is a D&H \$3 bill c1830-50 in the collections of the D&H Canal Historical Society.”



Posted on Facebook by SRP on November 19, 2020:

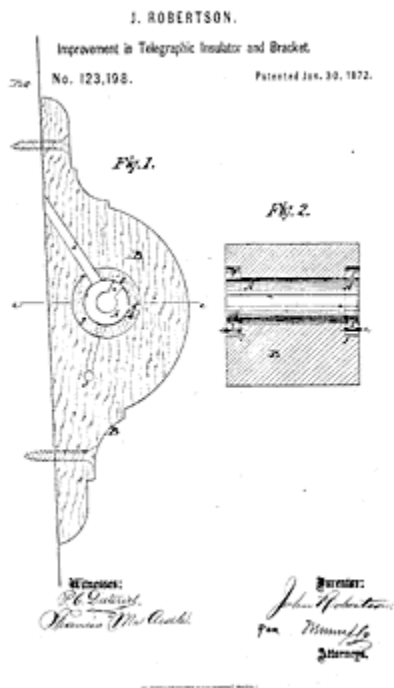
“In May of 1828, and then again in July 1829, one dollar notes of the Bank of the Delaware & Hudson Canal Company (13 Wall Street), altered to five, were in circulation in New York. In some cases, the forgery was done by extracting the ink from the word "five" and pasting the figure 5, at the head of the bill, upon the figures 1. In other cases, the "one", instead of being extracted by a chemical process to make way for a substitute, was carelessly blotted with ink. In still other cases, the word "five" in capital letters, in the body of the note was larger and fainter than the word "dollar", which is not the case in the genuine.”

24. Ace Coal Breaker, Vinny O'Bell, November 1 vincenz61@aol.com: "Ace Coal Breaker was one of many breakers in the valley. This one was located on Main Street in Blakely. Established in 1937, Mariano Simoncelli (my wife's Grandfather) was one of the owners along with his other brothers."

25. John Robertson Telegraph insulator:

Robertson Insulators: A telegraph line was installed along the Jefferson Branch of the Erie from Carbondale to Lanesboro in December 1872. There was a telegraph line along the D&H Gravity Railroad from Carbondale to Honesdale in the final three decades of the nineteenth century. In 1879, a new telegraph line was installed in Carbondale between the D&H freight office and the general office. There was a telegraph line along the Honesdale Branch of the D&H.

John Robertson of Carbondale patented an "Improved Telegraph Bracket and Insulator" (a cylindrical, slotted insulator with flanges and bracket) on January 30, 1872 (Letters Patent No. 123,198). Here is the sketch of the Robertson insulator that was submitted with the patent application:



No specimens of this Robertson insulator are known to exist. At the present time, however, there must be some of these Robertson insulators out there in the woods and along the rail lines, on the hills and in the valleys, of northeastern Pennsylvania.

26. Stephen P. Yanchek / Simpson Coal Company donation to the Carbondale Historical Society and D&H Transportation Museum, November 9, 2020, via Terri Kovaleski, who dropped off at the Historical Society two boxes of mining things “in memory of Gene Connor’s grandfather, Stephen P. Yanchek” (whose daughter is Joan Connor, who was the head of the Carbondale Chamber of Commerce at one time).

Among those items were the three 8 x 10 inch, black and white photographs, taken by the legendary Simpson photographer, Mike Zrowka (9 Reservoir Street, Simpson, PA 282-5012), that are given below:



“Simpson Coal Co. 1945 to 1960 Inc.” photo by Mike Zrowka, Simpson, PA



“Simpson Coal Co. 1945 to 1960 Inc.” photo by Mike Zrowka, Simpson, PA

I sent copies of these photos to Breezy Bischak, and he remarked (and SRP agreed with him) that the rock dump in the background on the right looks like “the mechanical” in Simpson. Breezy then observed: “Would that be the breaker that was on the hill above Owego Street across from the junk man up the street [Main Street] from me?” We both agreed that it was.

The third photograph, also by Mike Zrowka, shown below, was taken at a different location.



On seeing the photograph given above, SRP remembered having seen this photograph, or a copy thereof, in recent years. He searched in Volume XVIII (*Breakers*) in his D&H series, and therein, on pages 290-291, he found the newspaper clipping from the February 16, 1975 issue of *The Scrantonian* that is given on the following page:

SRP's D&H volume XVIII, pp. 290-291:

The following photograph with caption was published in *The Scrantonian*, Sunday, February 16, 1975, p. 28:



FIZZLED OPERATION—Some 25 years ago four coal laden cars were recovered by the Simpson Coal Co. at its Northwest Colliery off Upper Jefferson Street in Simpson after being flooded for 16 years. A trillion gallons of water had to be pumped out before the recovery could be made. The successful operation prompted considerable speculation that the colliery would expand and provide many more jobs.

Later Mine Supt. Stephen Yancheck observed that "There is plenty of coal in the mine but it would be too costly to pump out the underground lake to permit mining the coal." The recovered cars were submerged in 1934 when the Hudson Coal Co. shut down its Clinton Colliery in Vandling and removed pumps. (Zrowka Photo taken in 1950)

From the above clipping we learn that in 1950:

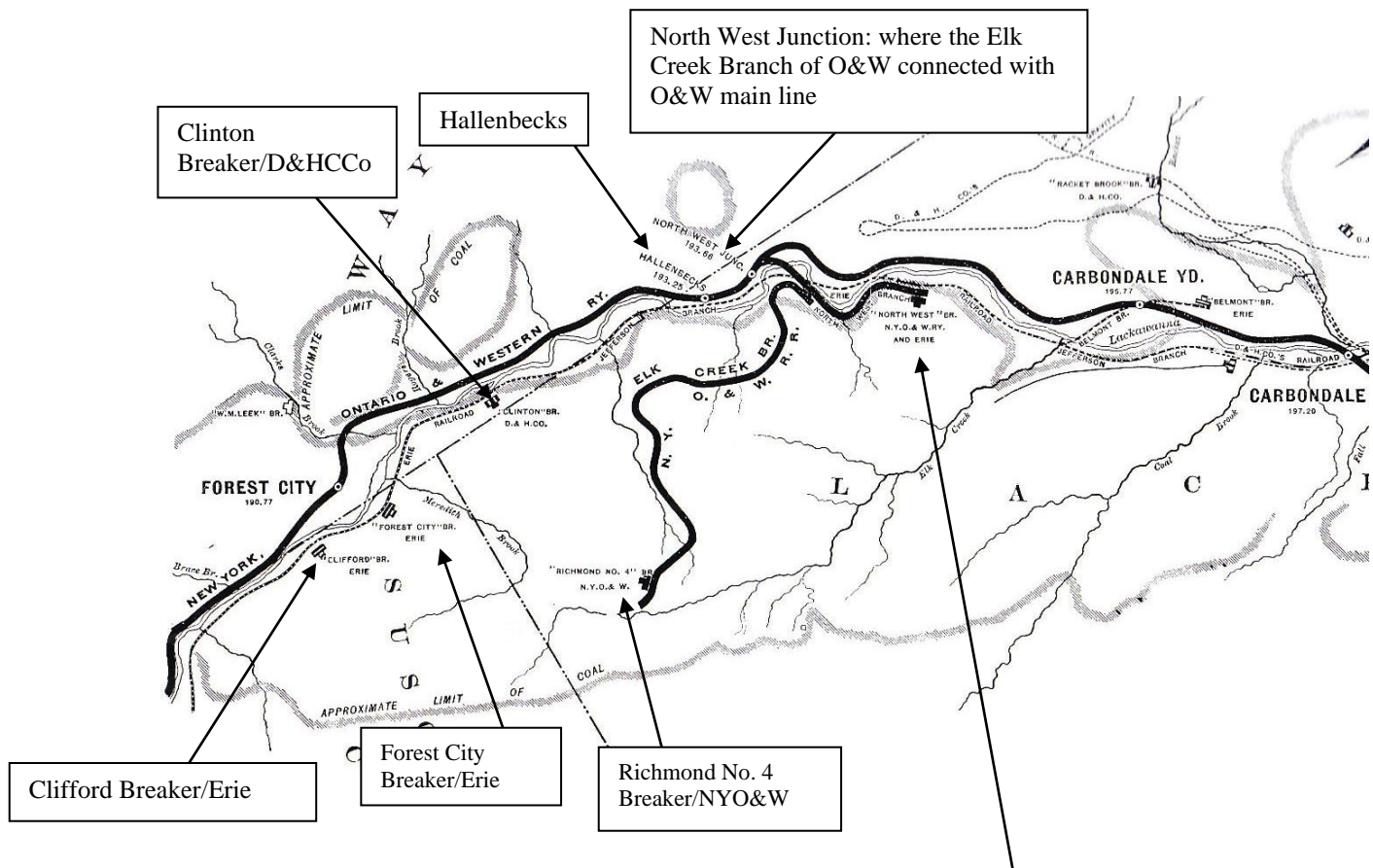
- the Simpson Coal Company owned the Northwest Colliery, which was located off Upper Jefferson Street, Simpson
- the mine superintendent was Stephen Yancheck
- the Simpson Coal Company pumped a trillion gallons of water out of its mines at the Northwest Colliery and recovered four cars laden with coal which had been submerged in the mines there for 16 years

In his email exchange with Mike Bischak, SRP noted that there is an unusual building now being built in Monkey Run Park (site of former Washington School) in Simpson. Breezy reported: “That building is going to be a stage (opening facing the gazebo) to resemble a breaker. They say that it is to resemble the Simpson Coal Company breaker [shown above] in Mike’s photo. The group seems to think that that breaker was Holenbeck’s ??? Does that sound right? I know there was a Holenbeck’s in Wilkes-Barre.”

SRP reply to Mike Bischak:

“The breaker on Owego Street was not Hallenbeck’s. On January 10, 2011, Michael Yavorosky told me “. . .that there were three ‘villages’ near the Northwest breaker. One was Old Slope (the old mine). The other was Swamp Hollow [where Michael Yavorosky was raised], and the third, apparently unknown to everyone except me—and now you—was the village of Hollenbank, which was east of the breaker and was settled before the breaker was built. The entire village burned to the ground.”

Given below is a map showing the route of the O&W from Carbondale to Forest City, as well as lot of very precise data on the location of several breakers between those two points. The community of Hallenbeck's is shown, east of the Northwest Breaker. This is surely the village of "Hollenbank" to which Michael Yavorosky was referring. The Scranton Division of the O&W, which passed through this area, opened in 1890, and Hollenbeck's was, it appears, a designated station stop.



North West Breaker/NYO&W and Erie: In the early 20th century, production shifted from Northwest Colliery No. 1 to Northwest Colliery No. 2. Northwest Colliery No. 2 was on an O&W spur line to this and the other O&W collieries in the Richmondale area. Northwest Junction was where the Elk Creek Branch and the North West Branch of the O&W connected with the O&W main line. This O&W spur consisted of more than 3 miles of track, many switchbacks, and a steel bridge across the Lackawanna River and over the tracks of the Jefferson Branch of the Erie. Coal was produced at Northwest No. 2 into the 1950s. Many name changes took place over the years: Northwest Coal, Jones-Simpson, Temple Coal, Triplex Coal, Norwesco, Maryde.

Published photograph of Northwest Colliery and staff:



Northwest Colliery, Simpson, PA (see the one line of text at the top of the photograph). Clipping in the mining materials and photographs there donated to the Carbondale Historical Society on November 9, 2020 by the family of Stephen P. Yancheck, Simpson.

MR. STEPHEN P. YANCHEK, P.E.
DIRECTOR and
DIST. OPER. SUPERVISOR
Mining Area Restoration
Northern Anthracite Field

*Department of Environmental Resources
Office of Resources Management
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Wilkes Barre, Penna. 18701
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Home Phone: 717 282-0772*





27. Carbondale Mine Fire photographs in the Yancheck donation to the Carbondale Historical Society and the D&H Transportation Museum, November 9, 2020:

Label on photograph given below:

Proj. AMFC 24, Ph.2, Carbondale, Lacka. Co. - Looking N.E. into excavation of ditch at angle in trench by 10 yd. Page Dragline Shovel. Mat'l. loaded into trucks shown in immediate background Carbondale Coal Co., Contractor 7/27/71



“Proj. AMFO 24, Ph. 2, Carbondale, Lacka. Co. - Looking N. E. into excavation of ditch at angle in trench by 10 yd. Page Dragline Shovel. Mat’l. loaded into trucks shown in immediate background Carbondale Coal Co., Contractor”









28. Third [of four] crossings of the Lackawanna River (heading South on Jefferson Branch from Forest City to Carbondale); posted on Facebook, November 14 by Don Hodun:



On November 15, we asked Engineer Breezy the following question: “What do you think? Third (of four) crossings, heading north, or Third (of four) crossings, heading south?”

He replied: “Yes, that's a southbound on the third bridge above Simpson, just north of the NYO&W's Northwest bridge that went over the D&H. The train is on the northbound track (track 2) however, as you can tell by the well-sanded track. The pole-line was on the east side of the right-of-way at this point. It was on the west side through Carbondale & Simpson, but switched over to the east side at WC Cabin. Attached [given below] is a photo of a southbound on the southbound track (track 1) in the area of the Northwest breaker which would have been on the hill to the left of the train. / You're finding some nice stuff on Facebook. / Breezy”



Photo by Breezy taken on July 20, 1977 of :a southbound on the southbound track (track 1) in the area of the Northwest breaker, which would have been on the hill to the left of the train.”

29. Two photos that were posted by Don Hodun on Facebook on November 15, 2020: “P-1 at A-181 near Jermyn” and “P-1 below the Dundaff St viaduct in Carbondale, May 1976”:



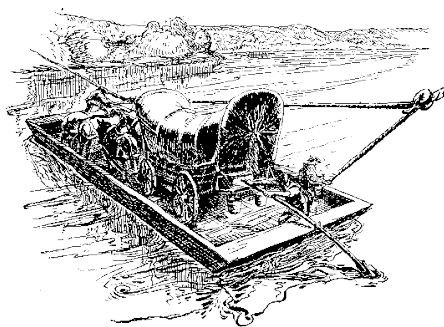
P-1 at A-181 near Jermyn; photo by Don Hodun



P-1 below the Dundaff St viaduct in Carbondale, May 1976; photo by Don Hodun

30. D&H rope ferry at the junction of Lackawaxen and Delaware Rivers: How a Rope Ferry Works; also a copy of the article “The Use of Inclined Planes on the D&H Gravity Railroad and Canal” by S. Robert Powell, Ph.D.

The Rope Ferry: “And so we journeyed on without adventure until we came to the Lehigh River, and there I saw what I dare say no fellow in Massachusetts has laid eyes upon. It was called a rope ferry, by means of which we were to cross the river [emphasis added]. / Ben Cushing claims that there is nothing wonderful about this ferry, for it consists simply of a rope stretched from one bank of the river to the other; to this, attached by a noose, or, in other words, a hawser [*Hawser* is a nautical term for a thick cable or rope used in mooring or towing a ship. A hawser passes through a *hawsehole*, also known as a *cat hole*, located on the *hawse*], which will readily slip, the ferryboat is made fast in such a manner that the stern is lower downstream than the bow, and the current catching this, forces the boat along.



Perhaps I haven't made this very plain to you, but it is operated on the principle of force applied to what might be called an inclined plane [emphasis added]; therefore, since the craft cannot be shoved downstream by the current, it must be urged toward the opposite shore.” (from *Benjamin of Ohio, A Story of the Settlement of Marietta* by James Otis Kaler, 1912)

How a rope ferry works: Presented below is an article on the question by S. Robert Powell that was published in the October 2021 issue of the *Bridge Line Historical Society Bulletin*, pp. 16-19: "Inclined Planes on the Delaware & Hudson Gravity Railroad and Canal".

The Use of Inclined Planes on the D&H Gravity Railroad and Canal

By S. Robert Powell, Ph.D.

The inclined plane is one of the six classical simple machines--lever, pulley, screw, inclined plane, wedge, wheel and axle--developed by man to facilitate the performance of work. Those machines, each of which uses a single applied force to do work against a single load force, are all mechanical devices that change the direction or magnitude of a force. One of those simple machines, the inclined plane, was integrated in the transportation system that was designed for the Delaware and Hudson Canal Company by both John Jervis (Gravity Railroad) and Benjamin Wright (D&H Canal).

An inclined plane is a simple machine that consists of a sloping surface connecting a lower elevation to a higher elevation. Using such a plane makes it easier/takes less force to move an object in an upward direction than it does to lift the object straight up, and this is because the inclined plane increases the distance that the object must be moved.

Raising and Lowering Freight and Passenger Cars on the Gravity Railroad: On the Gravity Railroad, the use of inclined planes has been well documented in the author's 24-volume series on the D&H, notably in Volumes I-VI. As is well known, loaded and light coal cars, freight cars, and passenger coaches were pulled up or lowered down inclined planes by stationary steam engines. When the Gravity line opened in 1829, most "cuts" of loaded coal cars that were pulled up the planes by stationary steam engines consisted of four cars, each of which contained five tons of coal. Ironically, the inclined planes on the Gravity Railroad, in fulfilling their mission, were used to make work against gravity easier.

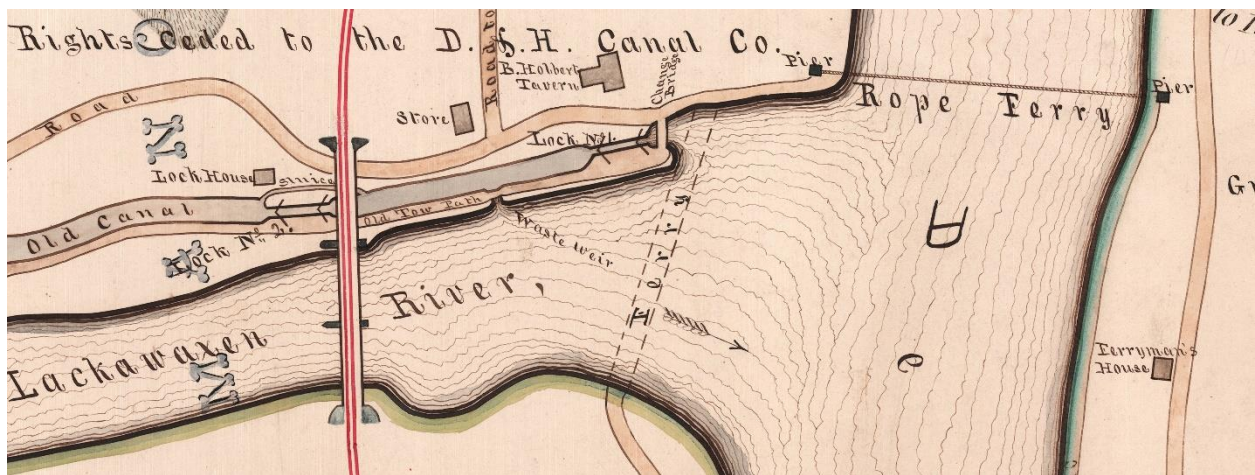
On the levels between the planes, as constructed in 1829, horses pulled those same loaded and light coal cars, freight cars, and passenger coaches up very gently sloping inclined planes from the head of one plane to the foot of the next. Across Rixe's Level/the Summit Level, 1829-1845, a horse could pull no more than two loaded coal cars, in each of which were five tons of coal. When the 1845 configuration of the line was installed, those same levels were all graded so that the loaded and light coal cars, freight cars, and passenger coaches moved by gravity down very gently sloping levels/inclined planes from the head of one plane to the foot of the next.

Raising and Lowering Boats on a Canal: Raising and lowering boats as they move through a canal, as all the world knows, is made possible by the locks in the canal. The "work" performed

by the locks in a canal is wholly analogous to the “work” performed by the inclined planes, in the raising and lowering of passenger and freight vehicles on a railroad such as the D&H Gravity Railroad. The locks on a canal, in other words, function like inclined planes. The stretches of the canal between the locks, through which the canal boats are moved by mules or horses are, for all intents and purposes, true levels.

A loaded canal boat, headed for Rondout, for example, is moved into a canal lock and snubbed securely, and the gate at the rear of the canal boat is then closed. The paddle gate in the lock at the head of the canal boat is then opened, causing the water level in the lock to decrease. The canal boat, accordingly, is thus lowered to the level between the lock that the boat is passing through and the next lock in the system. This lowering of a canal boat that takes place as the water in the lock is released through the lower paddle gate is analogous to the lowering of freight and passenger vehicles on the Gravity Railroad as they move down a plane.

Similarly, an empty canal boat, or any boat going up the canal, is moved into a lock and securely snubbed. The canal gate at the rear of the boat is then closed and the paddle gate at the head of the boat is opened, which raises the water level and the canal boat in the lock to the height of the level between the lock through which it is then passing and the next lock on the canal. This raising of a canal boat that takes place as the water in the level at the head of the canal boat enters the lock through the paddle gate at the head of the canal boat is analogous to the raising of freight and passenger vehicles on the Gravity Railroad as they move up a plane.



Shown here is a detail of the map of junction of the Lackawaxen River and the Delaware River (surveyed in 1854, map drawn in 1856 by E. W. Weston, Honesdale, and revised in 1865) on which are shown D&H Pennsylvania Lock No. 1, the Lackawaxen River, the location of the piers on both shores of the D&H rope ferry across the Delaware River, and the location of the Ferryman's House on the New York shore.

Moving Canal Boats and Horses/Mules across the Delaware River: The several histories of the Delaware and Hudson Canal now in existence note that, in the period 1828 to the opening of the Delaware Aqueduct in 1849, the boats on the D&H Canal were moved across the Delaware River at Lackawaxen by means of a rope ferry. How does a rope ferry function? An excellent description of how a rope ferry was operated in the nineteenth century is presented in James Otis' *Benjamin of Ohio, A Story of the Settlement of Marietta*. (James Otis Kaler, 1848 ?-1912, was an American journalist and author of children's literature, who wrote under the penname James Otis).

On pages 27-28 in the December 9, 2019 edition of *Benjamin of Ohio*, we read the following about a rope ferry on the Lehigh River:

“And so we journeyed on without adventure until we came to the Lehigh River, and there I saw what I dare say no fellow in Massachusetts has laid eyes upon. It was called a rope ferry, by means of which we were to cross the river [emphasis added].

“Ben Cushing claims that there is nothing wonderful about this ferry, for it consists simply of a rope stretched from one bank of the river to the other; to this, attached by a noose, or, in other words, a hawser [*Hawser* is a nautical term for a thick cable or rope used in mooring or towing a ship. A hawser passes through a *hawsehole*, also known as a *cat hole*, located on the *hawse*], which will readily slip, the ferryboat is made fast in such a manner that the stern is lower downstream than the bow, and the current catching this, forces the boat along.

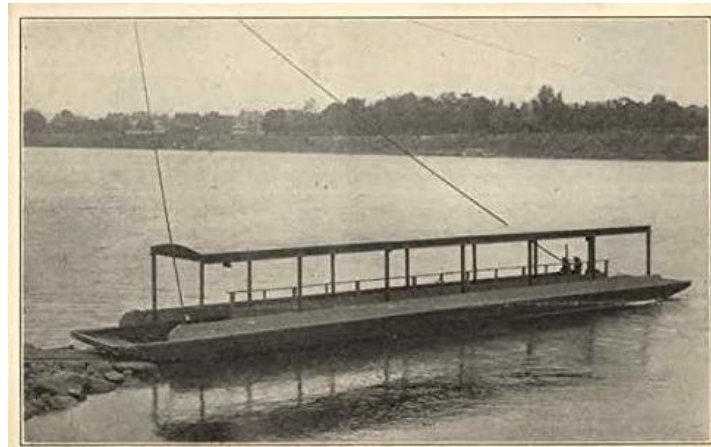
“Perhaps I haven't made this very plain to you, but it is operated on the principle of force applied to what might be called an inclined plane [emphasis added]; therefore, since the craft cannot be shoved downstream by the current, it must be urged toward the opposite shore.”



Horses and wagons being moved across a river by means of a rope ferry.

What is known about the rope ferry on the D&H Canal and how it operated? In Manville B. Wakefield's *Coal Boats to Tidewater*, pp. 81-82, we read: "As the canal was originally built, the loaded boats drooped down through three locks, Nos. 3, 2 and 1 respectively, to the rope ferry crossing. On the New York side light boats moved out through a guard lock to the stilled pool of water above the dam [built in 1827 by the D&H across the Delaware River just below the confluence of the Lackawaxen and Delaware Rivers to create an area of still water for the floating across the Delaware River of canal boats]. [Wakefield then quotes John Willard Johnston, *Reminiscences and Descriptive Account of the Delaware Valley and Its Connections Aiming to Extend from Pond Eddy to Narrowsburg, 1900*] 'A towpath was formed along the river edge [on the New York shore of the Delaware River] a distance of ½ mile. . . to a point where a ferry was erected; by means of a pier stationed at the opposite side of the river composed of four foot square pine timbers locked together at the corners and the interior thoroughly filled with stones. The piers were twelve foot square at the base, about fifteen feet high and contracted to about seven foot square at the top. These piers supported the ends of a ferry rope two inches in diameter stretched across the river from pier to pier. By means of this rope a ferry scow [emphasis added] was guided across the river as occasion demanded.' (p. 37) /

"When the water was at low mark the boatmen [in exiting from Lock No. 1] would urge his horses to an extra burst of speed so as to establish sufficient headway to cause the boat to shoot across the river. This avoided the tedious process of being pulled across by rope. / 'Many times the loaded boat crossing from the Pennsylvania side would pass over the river and enter the canal in New York before the horse and driver crossing by ferry would overtake it. When, however, the river was swollen by rains, the boats, horses, and all must be crossed by the ferry... Even this was possible only at certain levels of water above which boats could not cross at all and the business of the canal suspended for a time' (Johnston, pp. 38-42) (end of Wakefield citation).



Shown here is the Independence Island Rope Ferry at Harrisburg, PA. This is the oldest rope ferry in the United States.

That material from *Wakefield* and *Johnston* is seconded by statements in Volume III of the eight volumes of testimony in the court case between the Pennsylvania Coal Company and the Delaware and Hudson Canal Company. Therein, on pages 1809-1904, the testimony by Peter P. Yapple is reported. Yapple was a boatman on the D&H Canal, who was 45 years old when he testified. He began working on the D&H Canal in 1833 as the captain of a boat. At the time of his testimony, he resided in the town of Rochester, Ulster County, NY. In that testimony, on p. 1834, we read the following:

Question by attorney: "In what manner were boats passed across the Delaware River before the [Delaware] aqueduct was built?" Yapple: "If the river was low, we would give headway to the boat with our horses, and shoot across it, as we call it; and take the horse in a scow and draw it over by a line or cable crossing the river; if the river was high we would run our boat to the scow, and take a line out on the scow and haul the boat over by hand." Attorney: "Do I understand you, in your preceding answers, to say that this process of crossing was prevented during time of severe freshets until the water should subside sufficiently?" Yapple: "Yes."

On this same question, we read, on page 443 in Volume I of the account of the PCC/D&H court case, the following statement by Russel F. Lord, who was the Superintendent of the D&H Canal: "...on the old canal [before the Lackawaxen and Delaware aqueducts were opened in 1849] the boats crossed the Delaware River in a pool created by the Delaware dam, using a rope ferry to transfer the horse from one side to the other; by the erection of the aqueduct, the boats now pass direct through it [Delaware aqueduct] over the river, and the horse on a towing-path on the side of the aqueduct."

Summary statements, based on the data presented above, on how D&H Canal Company boats and the horses that pulled those boats along the D&H Canal crossed the Delaware River at the rope ferry at the junction of the Lackawaxen and Delaware Rivers in the period 1829-1849:

Crossing the Delaware River from the Pennsylvania shore to the New York shore of the Delaware River: If the Delaware River was low, a D&H canal boat captain, in departing from Lock No.1, would give headway to his boat and shoot across the Delaware River. The horse or horses assigned to that boat would be transported across the Delaware River on a scow attached to the rope ferry. If the river was high, the canal boat would be moved across the Delaware River by means of the rope ferry; the horse associated with that boat would be taken across the Delaware by the scow on the rope ferry.

Crossing the Delaware River from the New York shore of the Delaware River to the Pennsylvania shore of the Delaware River: Canal boats, loaded and light, would be taken across the river by means of the rope ferry. The horses associated with those boats would be taken across the Delaware River on the scow that was part of the rope ferry system.

Rope Ferries, Physics, and Geometry: How does a rope ferry function? The rope ferry across the Delaware River, which used the power of the river to tack across the current, was what is known as a “reaction ferry”, which is a cable ferry that uses the reaction of the current of a river against a fixed tether to propel the vessel across the water. Such ferries operate faster and more effectively in rivers with strong currents, such as the Delaware River. Reaction ferries are numerous at the present time in Germany and Poland.

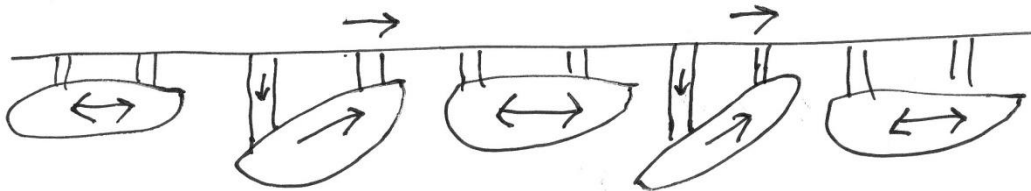
Some reaction ferries, like the D&H rope ferry across the Delaware River, operated using an overhead cable suspended from towers anchored on either bank of the river. Other reaction ferries use a floating cable attached to a single anchorage that may be on one bank or mid-channel.

At the rope ferry pier on the Pennsylvania shore the Delaware River, two ropes (hawsers), both in the form of a noose, were hung on the rope across the Delaware River. These hawsers on the rope across the Delaware River were movable (they are sometimes called “travelers” on rope ferries) and could easily slip/move. The two hawsers were securely attached to the ferry scow (or to a canal boat), one at the bow and one at the stern. The two hawsers were not of equal length. The one at the bow was directly below the rope across the river (the shortest distance between the rope across the Delaware and the canal boat); the one at the stern was longer, perhaps by a third, than the hawser at the bow.

With the scow thus positioned at the pier on the Pennsylvania shore of the Delaware River, the down-river current of the river would push the stern down the river as far as the hawser at the stern would allow. This down-river force on the stern of the boat would cause the hawser at the bow of the boat to slide along the rope across the Delaware, in the direction of the New York shore. The forward motion of the boat would thus cause the stern of the boat to return to a position more or less under the rope across the Delaware. The river would again push the stern downstream, which would again cause the hawser at the bow of the boat to slide along the rope across the Delaware and guide the boat as it moved in the direction of the New York shore. A rhythm would quickly be established, as the canal boat, using the power/the current of the river, in a series of pulsing movements, tacked across the current and moved across the Delaware River.

The distance that the stern of a boat attached to a rope ferry is pushed downstream by the river (from its initial position directly under the rope across the river to the point where the hawser at the stern of the boat is fully extended) is completely analogous to the distance up or down which loaded and light coal cars or passenger cars were moved on a plane or level by a stationary steam engine on the Gravity Railroad. The current of the river (on the canal) and the stationary engines (on the railroad) are the sources of the power (work performed) that caused forward movement.

The distance between the position of a boat at the point of maximum extension of the hawser at the stern of the boat to the position of the boat at the point of minimum extension of the hawser at the stern of the boat (under the rope across the river) is wholly analogous to the length of a level on the Gravity Railroad. In geometrical terms, the shape of the movement of a canal boat across the Delaware River, by means of the D&H rope ferry, is, therefore, essentially triangular, as is the shape of an inclined plane or level on the Gravity Railroad.



Structurally, then, the D&H rope ferry can be seen as a series of nautical inclined planes by means of which canal boats (which carried from 30 to 50 tons of coal in the period from 1829, when the D&H Railroad and Canal became operational, to 1849, when the Roebling Delaware Aqueduct was put in service and the Rope Ferry across the Delaware River was no longer needed) and the rope ferry scow on the D&H Canal were moved across the Delaware River from the Pennsylvania shore of the Delaware River to the New York shore, and from the New York shore of the Delaware River to the Pennsylvania shore.

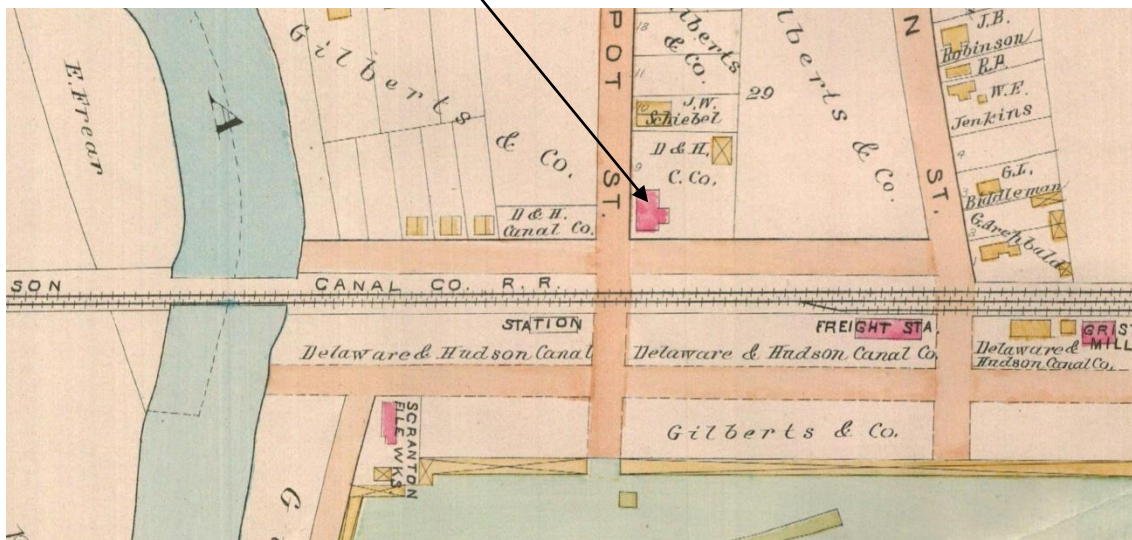
If John Jervis and Benjamin Wright, both of whom had engineering credentials of the highest order and who, therefore, understood the importance of using the classical simple machines that were developed by man to facilitate the performance of work, had not integrated one of those machines, the inclined plane, in the D&H Gravity Railroad and the D&H Canal, respectively, would the D&H have been able to accomplish, efficiently and in a cost-effective manner, the “work” that it did in the nineteenth century? Possibly, but it seems more than likely that they could not have done so. We’ll never know. One thing that we know for certain is that the D&H accomplished, efficiently and in a cost-effective manner, an astonishing quantity of “work” in the course of the nineteenth century. They did so by integrating in that transportation system that John Jervis and Benjamin Wright designed and which the D&H constructed from the Lackawanna Valley to Honesdale and from Honesdale to the Hudson River, a simple machine, the inclined plane.

* * * * *

31. “D&H Office Building, Providence + D-L diesel No. 1804”; posted on Facebook in the Delaware-Lackawanna Railroad railfans group, on November 23, 2020, by Rob Amoia:



The D&H office building shown in the above photograph, at the intersection of Depot Street and Wurtz Avenue



32." FA tower at Oneonta, 1985"; photos posted on Facebook by Robert Cross, Oneonta, NY, in the Delaware and Hudson Facebook group on November 23, 2020:



33. Posted on Facebook in the D&H group by Sherman Cahal on November 24, 2020: “1904 quadrangle lattice through truss bridge [described as “unique” by Cahal]; replaced original bridge at this site; a parallel plate girder bridge was added in 1929.”

Comment by Geoff Ross: “The southbound girder bridge was installed 7/6/66 [not 1929 as Cahal says] according to the valuation maps I have. It replaced an older span that was taken out sometime before '66... I believe the older span, that was replaced in 1966, was damaged by a derailment...CP never owned the Penn Division ROW. Timothy Mellon held onto it, just like he did the Colonie Yard.”

Comment by Steve Sconfienza: The quadrangle lattice through truss bridge at Starrucca was not unique, says Steve Sconfienza: “Not unique: there are at least two in NYS and many others in the Midwest, especially Wisconsin. This was cultural, some railroads locked onto certain designs.”



34. D&H name changes: On November 25, 2020. Jarrett Spamiels posted on Facebook the photo of the D&H conductor's hat shown below, with this question: “Does anyone know the time period for this style of D&H hat badge and the approximate value of this hat? Thanks!”



SRP posted the following on 11-25-2020:

On April 28, 1899, "The President, Managers and Company of the Delaware and Hudson Canal Company" became "The Delaware and Hudson Company" (New York Laws, 1899, Chapter 469). On April 1, 1930, the property of the Delaware and Hudson Company was transferred to the Delaware and Hudson Railroad Corporation, incorporated December 1, 1928. In 1964, the Delaware and Hudson Company was reorganized as the Delaware and Hudson Railway.

Regarding the company name on the *D&H Bulletins*: See No. 81 in SRP's Volume XXVII, p. 182: **Silas Robert Powell**: The D&H Bulletins, up to and including the April 15, 1930 issue, were titled "The Delaware and Hudson Company Bulletin". The following issue, dated May 1, 1930, is titled "The Delaware and Hudson Railroad Bulletin".

35. Stock pens in the D&H Green Ridge yard: On November 28, 2020, SRP posted on Facebook the photo shown below, in the collection of the Bridge Line Historical Society, of the stock pens in the Green Ridge D&H yard. The caption on the photo shown here was on the photo when it was posted by SRP on Facebook:



“STOCK PENS: There were stocks pens in the D&H Green Ridge yard as late at 1918 (possibly even after that). Here is a photograph of those pens that was taken on October 12, 1916.”

John Bideganeta: I grew up there (1960s). No mistaking those houses. Great photo, thanks for sharing.

SRP: Are the four houses on the left at the back on Marion Street? And the houses on the right, are they on Von Storch Avenue?

John Bideganeta Yes. I seem to remember the 4th house on the right (Marion St) as being a neighborhood grocery store, and the 2nd one from the left on Von Storch as being a tavern.

Mark H. Charles: Were there any traces of the stock pens in your day?

John Bideganeta: None

Vince Sweeney: Whoa, that's a new one on me!

36. Track map of the D&H Carbondale Yard: To view a copy of this map, go to Internet Archive.org and enter in the "Search" box the following title:

D&H Carbondale Yard track map, June 30, 1916

37. The article given below (*The D&H, Anthracite Coal, and the Dunmore Cemetery*) by S. Robert Powell was published in the *Bridge Line Historical Society Bulletin*, December 2020, pp. 12-14, 17, 21.

The D&H, Anthracite Coal, and the Dunmore Cemetery

By S. Robert Powell, Ph. D.

The Dunmore Cemetery, which was established in 1828, is located on 35 acres of rolling hills and flat land, surrounded by a high style cast iron fence, with a baronial entrance gate, in the borough of Dunmore, PA. A network of gracefully winding paved roads, thousands of beautifully cared for monuments, and hundreds of trees convey the feeling of an English country park.

In the second half of the nineteenth century, the Dunmore Cemetery was widely regarded, notably by the socially elite, and by well-heeled entrepreneurs, industrialists, and railroad and mining officials, as the most desirable burying ground in the Lackawanna Valley. Widely distributed throughout the cemetery are no less than twenty-five mausoleums and hundreds of deluxe/high end granite/marble monuments, many of which identify the final resting places of primary figures in the history of the Delaware and Hudson Railroad and the anthracite mining industry.

Ten of these mausoleums/monuments mark the graves of major D&H and anthracite mining figures, namely: James Archbald, Thomas Dickson, William H. Richmond, Von Storch family (two mausoleums), Abraham H. Vandling, Simpson (Simpson & Watkins), John B. Smith, John Jermyn, Colonel Henry Martyn Boies, and John Hosie. Here are photographs of those mausoleums as well as some fast facts on those ten major D&H and anthracite mining figures:



ARCHBALD

On Little Cumbrae Island, off the coast of Ayrshire, Scotland, James Archbald was born on March 3, 1793. In 1829, he was named General Superintendent and Resident Engineer of the D&H Gravity Railroad by John Jervis. In 1845, as chief engineer, Archbald, assisted by Charles Pemberton Wurts, designed the revised roadbed of the mountain Gravity and the extension of the D&H Gravity line to Archbald. With the assistance of Gideon Frothingham and James Seymour,

James Archbald, laid out the route of the Pennsylvania Coal Company's Gravity Railroad from the Susquehanna River to Hawley. In 1851, he was elected the first mayor of Carbondale, holding that office for four successive terms. In 1853, when James Archbald moved to Scranton (where he served as Chief Engineer of the DL&W Railroad), C. P. Wurts assumed entire charge of the D&H's affairs, serving as chief engineer, 1853-1865. James Archbald died on August 26, 1870. The Archbald obelisk and all of the Archbald family tombstones and plot designation stones in the Dunmore Cemetery are of red granite from Scotland.



DICKSON

Thomas Dickson was born at Lauderdale, Scotland, March 26, 1824. In 1856, he established Dickson & Co., Scranton. On January 1, 1860, the coal and railroad departments of the D&H

Canal Company separated, and Thomas Dickson, age 36, was appointed superintendent of the coal department, serving in that capacity until 1864, when he was named to head the newly created office of General Superintendent of the D&H. In 1867, he was named Vice President of the Delaware and Hudson Canal Company. In the summer of 1869 he was named President of the D&H, and served as president until his death on July 31, 1884.



RICHMOND

William Henry Richmond was born in Marlborough, Hartford County, CT, October 22, 1821. He married Lois Roxanna Morss. Their residence, Richmond Hill, is now the main building of the Johnson College, a private technical school in Scranton, PA. Elk Hill Coal Company breaker, erected in 1860, was the first on the Gravity Railroad between Carbondale and Scranton. It was operated by Richmond & Co. until 1863, when W. H. Richmond, Charles P. Wurts, George L. Morss, Alfred Wirtz and G. L. Dickson organized the Elk Hill Coal and Iron Company, and

succeeded to the ownership of the mine. The Elk Hill Coal & Iron Company, of which W.H. Richmond was president and treasurer, was incorporated in 1863 and operated two collieries, with a capacity for shipment of four to five hundred thousand tons of anthracite coal per annum. Richmond Colliery No. 3 was in Dickson City, near Scranton, and Richmond Colliery No. 4, was about five miles north of Carbondale. Richmond died on March 14, 1922, at the age of age of 101.



VON STORCH

The founder of the Von Storch family in America was Heinrich Ludwig Christopher Von Storch, who acquired 300 acres of land in Providence. He and his four sons (Ferdinand, Theodore,

William, and Justus) soon became primary figures in anthracite mining in the Lackawanna Valley. The Von Storch breaker, erected in Providence in 1857, was the second breaker in the Northern Coal Field. In August 1860, mining commenced at the Von Storch shaft and at Richmond & Co.'s No. 3 shaft in Providence. The coal mined at those two shafts was shipped North, over D&H Gravity-gauge tracks, in D&H Gravity-gauge coal cars, pulled by Gravity-gauge steam locomotives, to the foot of Plane No. 23 in Olyphant, and from there it was shipped via the D&H "mountain" Gravity Railroad system to Honesdale.



VANDLING

In 1868, Abraham H. Vandling (1824-1901) was named Superintendent of the D&H Canal. In 1887, he was named Mining Superintendent for the Delaware and Hudson Canal Company, with

entire charge of all the D&H mines. In 1887, in the Third Anthracite District, the D&H had 9 collieries, all under the direction of Superintendent A. H. Vandling and C. H. Scharar, engineer.



SIMPSON

Anthracite Coal Barons: Simpson & Watkins, the largest independent operators of the anthracite industry, with mines in Lackawanna and Luzerne counties. They attended to the local interests of three anthracite collieries: Grassy Island (Peckville, on the D&H Railroad, employed 400 men, breaker produced 800 tons of anthracite per day; the coal vein at Grassy Island was twelve feet

thick), Edgerton Tunnel (Mayfield; in 1887, 160,547 tons of coal were produced), and the two Northwest Breakers in Simpson (total output from both Northwest Breakers, 9,623,300 tons of anthracite coal).



SMITH

John B. Smith: born near Wurtsboro, NY, June 7, 1815. He came to Carbondale in 1829, and entered the service of the Delaware & Hudson car shops, where he became a machinist. He ran

the stationary engine at the head of Plane No. 5 on the Gravity Railroad. He served as General Superintendent of the Pennsylvania Coal Company's Gravity Railroad from Port Griffith to Hawley, 1850-1885. He also served as president of the Erie & Wyoming Valley Railroad Company (1886-1895), the Dunmore Iron & Steel Company, the Dunmore Water Company, and the Dunmore Cemetery Association. He died January 16, 1895.



JERMYN

John Jermyrn was born in Suffolk, England, October 27, 1825. In the spring of 1847, he sailed for America, where he entered into an agreement with Judge Birdseye of New York City for the working of his mines at Archbald. He did so with great success. In 1875, John Jermyrn entered into a contract with the Gibson estate for the mining of their lands two miles up the Lackawanna River, at Rushdale. This he also did with great success. In 1860, Jermyrn built Breaker No. 1, which produced 600 tons of coal a day, with 300 men and boys employed in the breaker. In 1867, he built Breaker No. 2, which produced 800 tons a day. Near the breaker, on what is now Chestnut Street, he built a four-story mill, which turned out 100 barrels of Valley Star Flour and

20 tons of feed a day. On the west side of the Lackawanna River, at the corner of what is now Bridge Street and Washington Avenue, the Jermyn Company Store was located. When the borough of Gibsonburg was incorporated in 1869, it was thought fitting that it should bear the name of the estate on which it was founded, hence the name Gibsonburg. In 1873, the name of the borough was changed to Jermyn. In 1851, John Jermyn married Susan Knight of Cornwall, England, and they were the parents of ten children (Joseph, Willie, Frank, Myron, George, Walter, Edward, Emma, Susan, and John). In 1882, John Jermyn sold his anthracite mine to the D&H Canal Co. and moved to Scranton, where he died on May 29, 1902.



BOIES

Colonel Henry Martyn Boies was born in Lee, MA, in 1837. In 1859, he graduated from Yale College. He came to Scranton in 1865, as resident member of the firm of Laflin, Boies & Turck, powder manufacturers, and four years later became president and general manager of the Moosic Powder Company. In 1873, he invented a cartridge package for mining powder that was almost

universally adopted. When the Molly Maguires effected a state of lawlessness throughout the mining regions, Colonel Boies organized the Scranton City Guard, and was chosen its commander, and became a major when it was mustered into the State National Guard. In 1878, when the independent military companies were consolidated with the battalion to form the Thirteenth Regiment, he was chosen colonel. Following the death of his first wife, Emma G. Brainerd of Philadelphia, Colonel Boies, in 1870, married Elizabeth, daughter of Thomas Dickson, of Scranton. In the spring of 1882, Colonel Boies became president of the Dickson Manufacturing Company (with 600 employees) and during the four years he held this position its capacity of production was enhanced significantly. He died in 1903.



HOSIE

John Hosie, born June 3, 1812 in Sterlingshire, Scotland, worked with James Archbald and the D&H beginning in 1843, when he engaged, under James Archbald, in the management of the Delaware and Hudson Canal Company's Railroad from Carbondale to Honesdale. In 1845 he accepted the position of assistant superintendent, under James Archbald, of the Delaware and Hudson coal mines at Carbondale. On January 12th, 1846, at about 8 o'clock in the morning, he went into Mine No. 2 level at Carbondale. He had been in the mine less than an hour when about

forty acres of the overhanging rocks and earth caved in. He was alone and very near the center of this fall. Fifteen miners in other parts of the mine were instantly killed by the concussion of the air. Mr. Hosie was saved from instant death by the refuse coal which is ordinarily left on the bottom of the mine. In complete darkness, with nothing but his bare hands to work with, for twenty-four hours, he dug for his life through the debris. At length he reached the main entrance and effected his escape. Hosie worked for the D&H until 1850. In 1872 John Hosie built the Fairlawn colliery at Scranton, and operated it until his death on May 7, 1881, at which time his sons took over the operation of the colliery. In 1877 he became a partner in the Pierce Coal Company at Winton. In 1880 he was that company's general manager. His wife Julia A. Hosie was born June 6, 1822, and died November 4, 1879.

* * * * *

38. 1845 Configuration of the D&H Gravity Railroad: S. R. Powell and Larry Rine visited Level No. 4 and Plane No. 5, September 14, 2020; and the head of Plane No. 5, September 16, 2020. Presented below is the article about those site visits that was published in the January 2021 issue of the *Bridge Line Historical Society Bulletin*, pp. 15-17, 22:

The Second Configuration of the D&H Gravity Railroad (1845): Level No. 4 and Plane No. 5

By S. Robert Powell (text) and Larry Rine (photographs)

The 1845 configuration of the D&H Gravity Railroad was designed by James Archbald and constructed under his direction, with Charles Pemberton Wurts as his assistant, in the period 1842-1844, at a cost of \$328,890. In this configuration of the Gravity Railroad, the planes and levels were all double tracked, and the levels were all graded so that the loaded and light cars all moved by gravity from the head of one plane to the foot of the next (which meant that horses were no longer needed to move the cars on the levels, as they were when the road opened in 1829).

In 1845, entirely new planes and levels were constructed for Plane No. 4 and Plane No. 5, with the head of Plane No. 4 on the western shore of No. 4 Reservoir, and with Level No. 4 crossing No. 4 Reservoir on a trestle to the foot of Plane No. 5, located in the woods on the eastern shore of the reservoir, and with the head of Plane No. 5 near the east end of the narrow crescent-shaped strip of land between present-day Matthews Road (the former turnpike road) and present-day Route 6 at the top of the mountain.



This map, from the D&H deed books in the collection of the Carbondale Historical Society, illustrates the release, dated August 11, 1856, between Henry Edgett / Horatio N. Edgett and The Delaware and Hudson Canal Company. Number 4 Reservoir is the body of water at the bottom of the map. Level No. 4 is the rail line that crosses that body of water. Plane No. 5 can be seen at the right side of this map.

The 1845 configuration of the Gravity Railroad was used until 1859, when an entirely new configuration of the line was built under the direction of Charles Pemberton Wurts. In the period 1859-2020, the exact location of Level 4 and Plane No. 5 in the 1845 configuration of the rail line was never precisely identified by D&H historians/archaeologists.

On Monday, September 14, 2020, Larry Rine (Claremont, NH) and S. Robert Powell declared it to be their mission to locate the exact location of the end of Level No. 4, the foot of Plane No. 5, Plane No. 5, and the head of Plane No. 5, on the D&H Gravity Railroad, in the period 1845-1859.

Equipped with cameras, a Smartphone (Larry's), two bottles of water, a few indisputable facts, and a vast quantity of resolve, they parked along Matthews Road and descended into the woods. For two hours they tromped through swampy marshland and dense, almost impenetrable underbrush, in search of Plane No. 5. At one point, Larry, leading the way and taking what surely looked like the best route through a swamp, found himself up to his knees in muck. In attempting to move forward, he fell into the swamp. Once liberated from the swamp, the research team of Rine and Powell, undaunted, and more determined than ever, forged onward, and continued their search for Plane No. 5.

As experienced field researchers, Rine and Powell have what they like to think of as a "railroad roadbed eye", which means that they can spot a former Gravity railbed from a hundred yards away, even in the most dense woods. With two hours of searching for the roadbed of Plane 5 in the dense and swampy woods of Wayne County under their belts, however, they had found nothing. With their supply of physical and psychic energy to do historical research field work running very low, they were rewarded, and not a moment too soon, as they approached a clearing in the woods, we are pleased to report, with a glimpse of the object of their search, straight ahead. Simultaneously, they both joyfully declared: "There it is."

What did they discover? What did they learn? They learned that the foot of Level No. 4, which crossed No. 4 Reservoir on a trestle that was built near the north end of the reservoir, at the present time is about 100 yards inland from the eastern shore of No. 4 Reservoir.



View from the foot of Plane No 5, looking in the direction of No. 4 Reservoir. Remains of construction at the foot of Plane No. 5 can be seen at the left of this photograph.

A closer look at the remains at the end of Level No. 4 / foot of Plane No. 5 is given in the photograph shown below:



Remains of construction at the end of Level No. 4 / Foot of Plane No. 5

Side note: In the course of their search for Plane No. 5, Rine and Powell chanced upon the original roadbed of the Milford & Owego Turnpike, between present-day Route 6 and the outlet of No. 7 Reservoir. Learning more about that turnpike roadbed may well become the object of a future roadbed inquiry by these two intrepid historians.

Powell and Rine then followed Plane No. 5 uphill, guided all the way by the lay of the land, and the culm and the pieces of coal that are still to be found on the former roadbed. Shown below are three photographs that Larry Rine took as the research team walked up Plane No. 5:



View up Plane No. 5 from near the foot of the plane



View half way up Plane No. 5



View near the head of Plane No. 5

Four hours after their descent into the woods, Rine and Powell emerged therefrom, weary and on the point of physical collapse, but elated, and not too far from where they had entered the woods that morning. Locating the head of Plane No. 5, they agreed, would have to take place another day, when they were physically rested and equal to the task.

Two days later, on September 16, ready for more field work (after a “restful” day of visiting and photographing all four of the D&H Roebling aqueduct sites on September 15), Rine and Powell again found themselves on Matthews Road at 9 o’clock in the morning, and prepared to discover the site of the engine house at the head of Plane No. 5.

Fortified with the certain knowledge that if they continued to follow Plane No. 5 on the uphill/eastern side of Matthews Road that the site of the engine house would be easy to locate, they entered the woods. In short order, they located the Plane No. 5 engine house site, on which

they found broken fire bricks and pieces of coal, the stationary steam engines (as well, perhaps, as the foundation stones upon which those engines had rested) having been removed to Plane No. 25 when the 1859 configuration of the Gravity Railroad was installed (more details on those two engines given below).

Who made the new stationary steam engines that were needed (on Planes 1-5, 13, 15, 16, and 17; a stationary steam engine was not needed on Plane 14 because a water wheel was installed there when Planes 13-17 were installed) when the 1845 configuration of the Gravity line was installed? N. H. Hiller, in 1931 ("Up Hill and Down Dale by Gravity Rail" by N. H. Hiller, Jr., *The Delaware and Hudson Company Bulletin*, June 15, 1931, pp. 181-182, 188-189) said the following: 'In 1847, the use of steam had become more or less general and the company found that it would be better to equip its planes with steam engines and remove the faithful water wheels. They therefore let bids out to the Novelty Iron Works, the West Point Foundry, and to the Berdens Foundry Company for steam engines and boilers and their installation.'

In 1845, the D&H needed new and larger/more powerful stationary steam engines for Planes 1-5 in the existing Gravity system; also new stationary steam engines on Planes 13, 15, 16, and 17 (which were constructed on virgin ground in 1845). They let out bids. Surely, the winning bidder would have had the contract for all nine engines.

The three possibilities mentioned by N. Hiller: (1) Novelty Iron Works, 12th Street, Manhattan--specialized in marine engines; (2) West Point Foundry, Beach Street, Manhattan, and Cold Spring, NY--made the stationary steam engines for the 1829 configuration of the Gravity Railroad, and Gravity wheels, also played an important role in the assembly and demonstration of pre-1829 D&H locomotives, but by the 1840s they were focused primarily on making steam locomotives; and (3) William Bourdon Foundry, 102 Front Street, Brooklyn--general foundry, manufacturer of stationary steam engines.

Important historical side note: On September 3, 2018, at the head of Gravity Plane No. 14 (which was powered by a waterwheel from 1843 to 1868, and by a stationary steam engine from 1868 on), Larry Rine discovered and photographed a fire brick on which is engraved "??our?? / No. 1 / Brooklyn". That fire brick was there, at the head of Plane No. 14, because it was in the stationary steam engine that was installed there in 1868 when the waterwheel was removed. (The stationary steam engine that was installed on Plane No. 14 in 1868, we now know, was one of the Bourdon engines, made in Brooklyn, that were at the heads of Planes 1-5 in the 1845 Configuration.)

Which, if any, of the three companies from which the D&H requested bids for stationary engines in 1842-1844 was located in Brooklyn? Only one: William Bourdon Foundry. In *Hearnes' Brooklyn City Directory, 1850-1851*, p. 63, we find the following listing:

“BOURDON WILLIAM, machinist, manufacturer of steam engines, sugar mills, saw & grist mills, boilers, hidraulic presses, pumps and gearing for working mines, &c. &c., No. 102 Front St. h. 70 Pearl.”

The “Brooklyn” fire brick that Rine discovered and photographed at the head of Plane No. 14 on September 3, 2018 was made by the Bourdon foundry. That fire brick unlocks the door, so to speak, on the question of the name of the manufacturer of the stationary steam engines that were purchased by the D&H for the 1845 configuration.



This is a photograph of that “door-opening” fire brick that Larry Rine found and photographed on September 3, 2018, at the head of Plane No. 14. The engraving on the brick reads: “???our??? / No. 1 / Brooklyn”. This brick was made by William Bourdon, Machinist, Manufacturer of Steam Engines....., 102 Front Street, Brooklyn, NY.

The stationary steam engines on Planes 1-5 and Planes 13, 15, 16, and 17 in the 1845 configuration of the D&H Gravity Railroad were made by William Bourdon, 102 Front Street, Brooklyn [emphasis added], NY. (The fact that these nine stationary steam engines were made by the Bourdon Foundry in Brooklyn is seconded in the 1894 article from the *Carbondale Leader* that is cited below.)

From a fact-filled article (“ENGINES WITH A HISTORY./ *They Are Almost as Old as the Gravity Road Itself.*”) that was published in the *Carbondale Leader* on Tuesday, March 20, 1894, we learn some remarkable facts about the Bourdon stationary engines that were installed at the head of Planes Nos. 1-5, 13, 15, 16 and 17 in the 1845 configuration. Here is the complete text of that article, which is filled with wonderful facts about the Gravity system:

“There was brought to the shop today the oldest pair of engines on the Delaware & Hudson gravity railroad. They were taken out at No. 22 near Peckville last Friday to give place to new ones built at the Carbondale shops and put in on Saturday, 17th inst. /These old engines have a history, and they could tell an interesting story could they talk. They can hardly be called stationary engines for they have been used at three different planes during their forty-eight years’ service. They were built at the shops of William Burden [Bourdon], Brooklyn, N. Y., and show the best of workmanship. They were erected first at old No. 5 [1845 Configuration] on the summit between Carbondale and Waymart when the road was rebuilt over the mountain.

“This road has been changed three times. The first road [1829 Configuration] had five planes to the summit, the fifth one being located south of No. 4 reservoir. The second road [1845 Configuration] had five planes also, the fifth being located northeast of No. 4 reservoir. It was at this plane that these engines were used new from the shops in Brooklyn in 1846 [emphasis added]. William Ball was master mechanic at that time. Orlando Foster was the first engineer and run them until the present road with eight planes and new engines was built in 1858 when he was transferred to No. 8 the summit engine on the new road.

“The old engines [from Plane No. 5] were removed to the shop and one was injured in the fire that burned the old shops. When the road was extended down the valley they were put in at No. 25 in 1858. Townsend Poore was master mechanic and Winsor Foster a son of Orlando was made engineer. In 1862 these engines were removed [from 25] to give place for larger engines, and put in at No. 22 on the light track [where they were used from 1862 until 1894; The two old engines from Plane No. 5 were probably moved to No. 22 because it was on the light track. More powerful engines were put in at No. 25, on the loaded track, in 1862, when these two “old”--and possibly not as powerful--engines were put in at No. 22, where they pulled empties up the 418-foot plane], and George W. Thomas made engineer, who is still in charge and will run the new engines [installed in 1894]. Eli Birs is at this time assistant master mechanic and had charge of this work.”

Mission Accomplished: On September 14 and 16, 2020, Larry Rine and S. Robert Powell identified, studied, and photographed the exact locations of the end of Level No. 4, the foot of Plane No. 5, Plane No. 5, and the head of Plane No. 5 in the 1845 configuration of the D&H Gravity Railroad. They also determined with certainty that the nine new stationary engines that were purchased new by the D&H for the 1845 configuration of the D&H Gravity Railroad were made by the William Bourdon Foundry in Brooklyn, NY. This documentary initiative by Rine and Powell in the dense woods and swampy marshland east of No. 4 Reservoir in Wayne County, which resulted in important discoveries about the 1845 configuration of the Gravity Railroad, may well have been the first and only visit to these important Gravity Railroad sites by D&H historians in 161 years. Lesson learned/re-learned: the writing of history is a never ending and immensely gratifying task.

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39. Spike hammers: Posted on Facebook in the Delaware and Hudson group, on December 9, 2020 by Thomas Bilheimer:

“Why railroad spike hammers were made with such narrow heads” by Thomas Bilheimer:



“While the smallness of the head lends itself well to the close quarters of the work, the secret behind the narrow head is one of physics. I was a gandy for 32 years and I have bent a lot of spikes. It is an easy thing to do. As thick as they are, they bend like butter. Sometimes they are bent on purpose, to move the rail laterally a fraction of an inch. Oak ties are the strongest and most common, then comes fir, and aspen for light duty in yards. The ties may be drilled or not. The most common tie on my road was a non-drilled, creosoted, oak tie.

“A mass in motion tends to stay in motion unless acted upon by an outside force. The narrow head means that most of the mass of the hammer is close to the centerline of the head. A wider head means that the mass is spread over a wider area. If the spike is struck and the blow is not centered under the hammer but to one side of it, then the majority of the hammer’s mass is going to force the hammer to rotate in your hand and slip off the spike...also bending the spike or even launching it to some other location. If a spike is struck at all by a spike maul, most of the mass is still going to be directed nearly straight down, and this will be useful energy, driving the spike down into the tie. Sometimes the spike will be bent a little, but it can be straightened and continued driving will send it home.

“The non-striking end of the hammer head is even smaller in diameter, insuring that even more of the hammer mass is closer to the centerline of the hammer head, for better efficiency. yes, the narrow end will fit between the rail and the guard rail in a switch frog, but full power spiking here is a fool’s game, likely to cause serious hammer blows to the running surface of the rail. Track punches were made for this work, and was the province of a punch man and his striker. Some people have done this with one spike maul striking the other maul, but this is extremely dangerous, as these hammers have hardened faces. When one hardened face strikes the other, a sharp chip can be struck from one of the faces with a blow that is less than perfect, and the chip will fly off like a bullet, sometime striking a nearby person. One man in my gang is carrying a piece of steel in his leg to this day, as the local doctor could not remove it.

“A good spiker could consistently drive a standard spike home in an un-drilled oak tie in 4 or 5 strokes, leaving a contact patch on the spike head, the size of a nickel. We had rules against spiking over the rail, as there were too many cases of broken hammer handles, of damage to the base of the rail. Team spiking was a thing of beauty to watch and hear, but it was also very dangerous if the rhythm was lost for whatever reason and hammers could collide and accidents happened. Team spiking was frowned upon. I was graceful like a warped board, so I did not do much spiking. I was more often one of the guys nipping ties up so the spiker could do his job, or straightening spikes, or shifting ties with a lining bar, or shoveling ballast, or hand-setting spikes for the spiking crews, or pulling a badly bent spike with a clawbar. As my seniority permitted I eventually worked mainly as a track welder...but still had to do spiking as part of welding work. The ideal in spiking is to drive the spike home, but stop when the underside of the spike’s head is not quite in contact with the base of the rail. The rail is medium carbon steel and can be fractured if struck hard enough. Too hard a blow on the spike, to really “seat” it can damage the rail, so this is a case where “good enough” is good enough. Spikes do not really hold the rail down, anyway. The train does that. The spikes hold gauge...keeping the rails from shifting side-to-side. Track work is highly mechanized, now, but hand tools are still in heavy use and their design has not changed in a century.”

Comment: **Tom Werkheiser**: “You sure you are not a physics teacher, a good spiker could drive the spike in 4-5 blows like you said but cover the striking area with a dime.”

Comment: **Chris Murphy** : “The best spikers I ever saw were a PhD candidate/trackman from Oneonta, Darryl Columbo and, at the time, asst. foreman Eric House. Both of them could spike with one hand-- 3 strikes and in. Both of them could spike one-handed--with a pick--3 strikes. Darryl took it even one level higher: He set the spike on the inside curve of the pick, set it in the hole one-handed, and drove it in 3 hits the same way.”

40. Carbondale Eighth Avenue crossing; photo posted on Facebook on December 10 by SRP, with this caption:



“Eighth Avenue Crossing, Carbondale, June 22, 1917: D&H, foreground; trolley car, center; automobile, right. America on the move.”

Over one hundred people “liked” the photo, with these comments/questions from:

Ben Dibble: “Would the crossing gates be electrically operated? Or hand/manually operated? I don't see any power lines leading to the tower...” **Michael Coloroso** replied: “Pneumatic operation.”

Paul W. Hendricks noted: “Old Carbondale gas plant on extreme right of photo.”

41. Photos (some of which have been colorized) of the Jefferson Branch of the Erie (from *Remember Susquehanna*) that were posted on Facebook on December 28, 2020 by Scott Fisher:



Rowland Sharp: 6 foot gauge. 39 miles to Carbondale.



Rowland Sharp: A somewhat later photo showing both 6 foot & 4 feet 8 1/2 inch (56.5 inches) gauge. Photo is before 1887

SRP: Caption should read: "...before 1888" (when the line was double-tracked.



View of Starrucca Viaduct from inside cab of engine



Erie engine at Susquehanna



Rowland Sharp: "This photo is probably before 1961 as the pushers and caboose on the Starrucca Viaduct appear to be painted "Erie". The merger with the Delaware, Lackawanna & Western (Lackawanna) was October, 1960. Shortly afterwards, everything was painted "ERIE-LACKAWANNA", almost always with the name off center as either ERIE was added to existing LACKAWANNA equipment, or LACKAWANNA was added to ERIE equipment. This was most obvious on passenger cars. Also, the D&H locomotives are painted in basic black. The more modern grey with a blue stripe didn't show up until a few years later."



Starrucca Viaduct and Pond



Downtown Susquehanna, PA

42. Steel D&H Cabooses: posted on Facebook, Monday, December 28, 2020, by Todd Hollritt:



Todd Hollritt: “This steel “bay-window” caboose on display at the Whippany Railroad Museum in Whippany NJ was one of seven such cars built by the International Car Company of Kenton, Ohio in February 1968 for the Delaware & Hudson Railway (D&H), “*The Bridge Line to New England and Canada.*” Originally delivered in a bright yellow and blue color scheme, the paint on this series of cars weathered poorly and all were later repainted red in the early 1970s.”

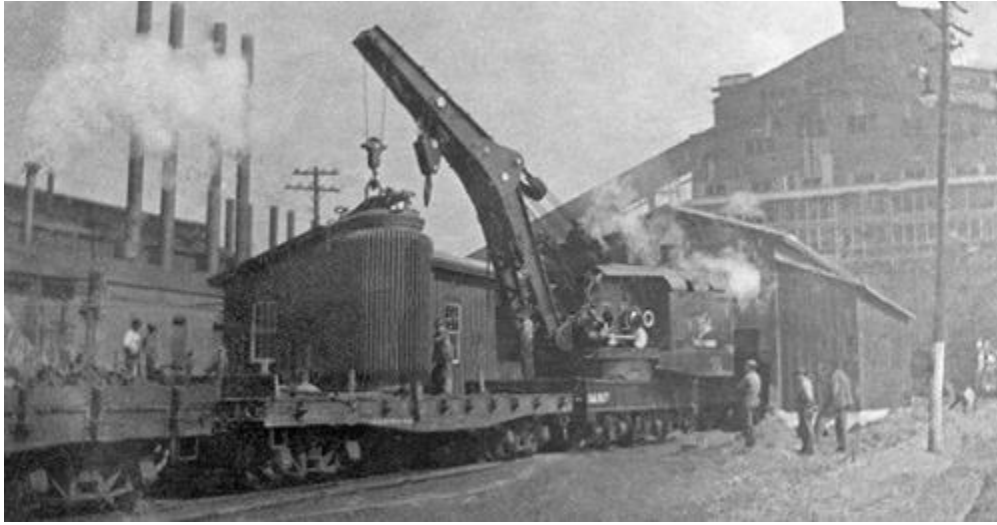
Joshua K. Blay: “FYI that is not its original number. They were unable to figure it out so they gave it the next number in the series.”

43. Group of men and boys, copy of photo from June Carley Mellinger, Belmar, NJ, on December 30 carmell1969@me.com: “My family history begins with James and Jane Madden who lived on Church Street in Carbondale with their 10 children in the early part of the 20th century. June Carley Mellinger, Belmar NJ: “My mom stated, a month before she passed, that my grandfather was in the photo in the right or left margin. I know that he worked in the mines and then went on to work for the railroad.”



None of the men and boys in this photograph has, to date, been identified.

44. Coal Brook Breaker; photo posted on Facebook, D&H group, January 1, 2021:

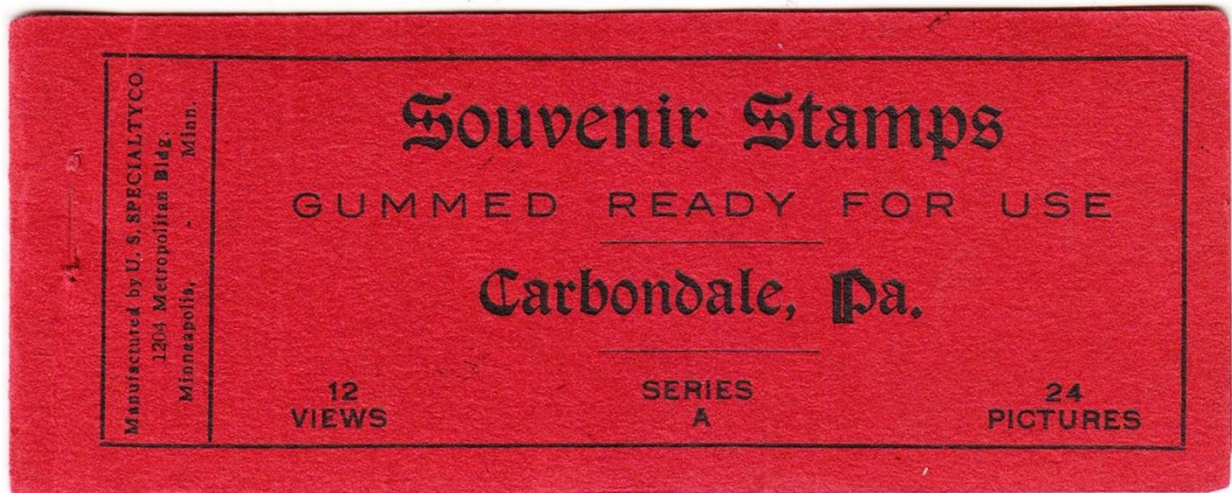


Mark H. Charles, Anthracite Railroads Historical Society: “Here is D&H wrecking crane 30015 helping a customer by unloading a large electrical transformer. Date and photographer are unknown. Can anyone identify this breaker?”

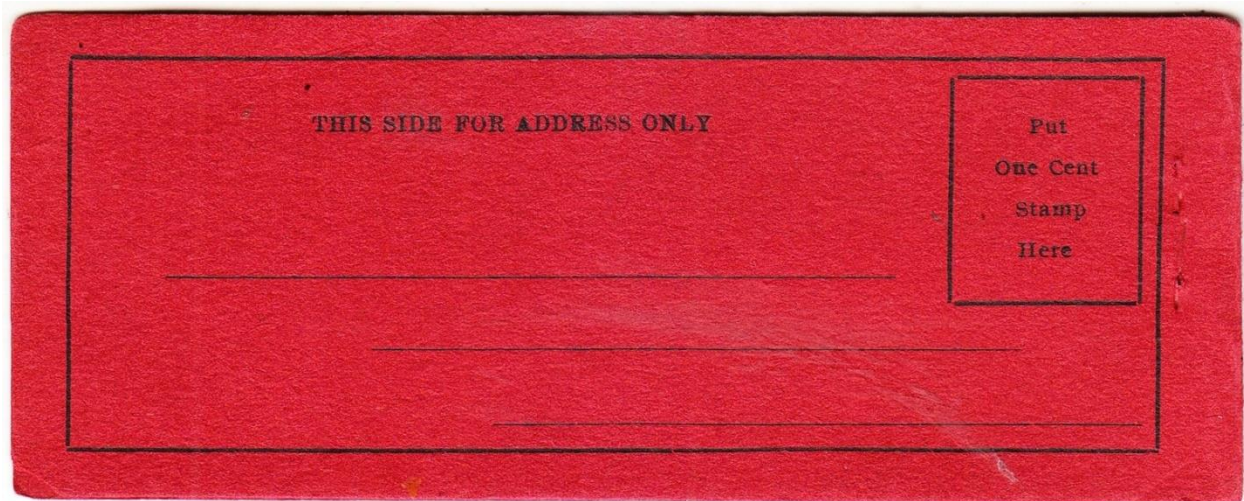
S. Robert Powell: “It's the Coal Brook Breaker in the Carbondale D&H Yard. See my D&H Volume XVIII, pp. 60-82.”

Mark H. Charles: “The crane was built in 1922. Is there anything else in the photo to narrow down the date range?”

45. Twelve Carbondale souvenir stamps (5 D&H/railroad/mining views): Two booklets of stamps (each of which contains two sets of the twelve views) that were given by Henry Eltz to Jerry Williams (Pike Street, Carbondale), who gave them to S. Robert Powell (for the Historical Society) on 12-24-2020:

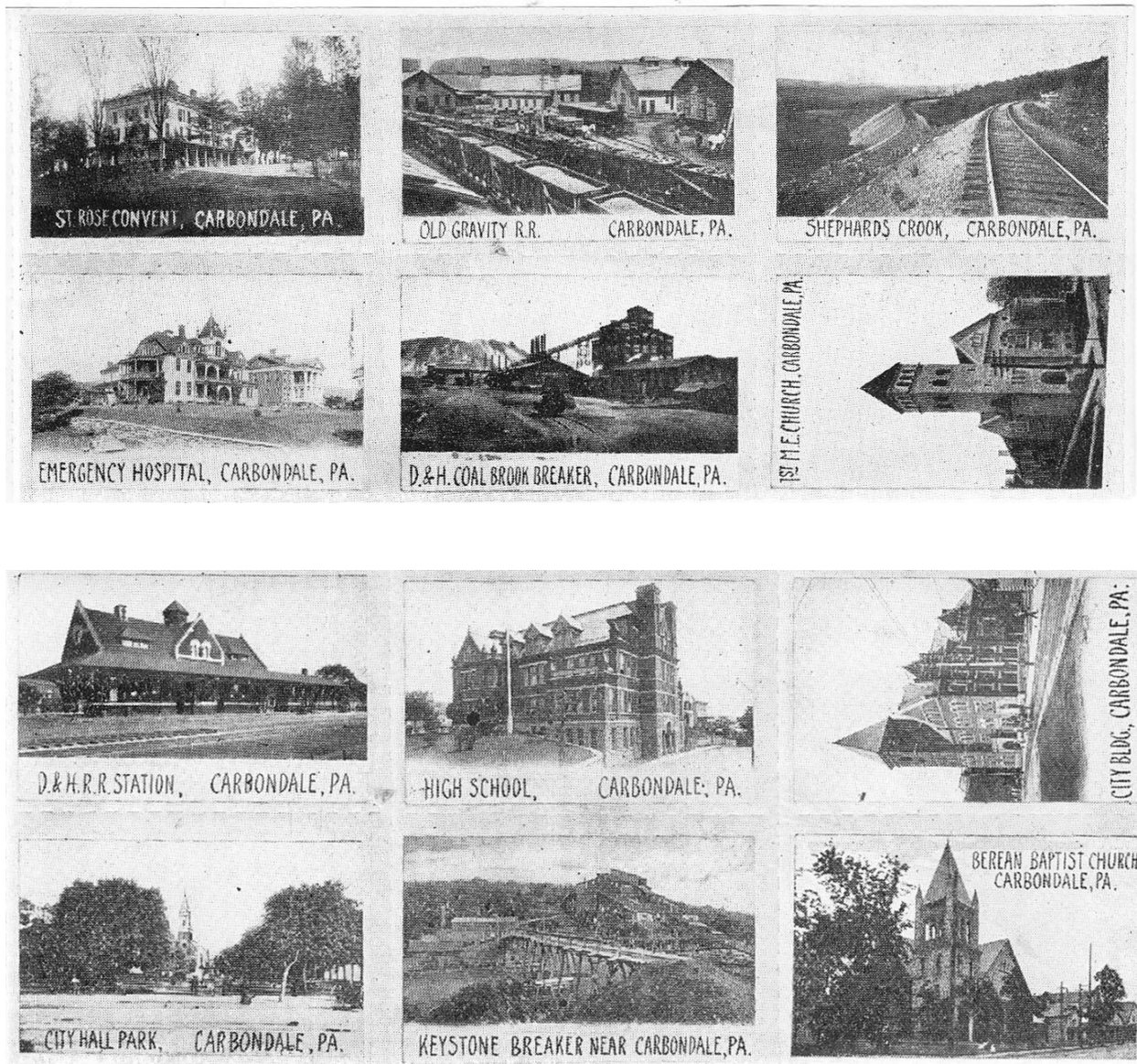


Manufactured by U.S. Specialty Co., 1204 Metropolitan Bldg., Minneapolis, Minn.



This item was designed to be sent through the U. S. Mail

Here are the twelve Carbondale views, all of which are well-known photographs which are presented here in a new format:



46. S. Robert Powell's article, *The Telegraph and the D&H*, that was published in the February 2021 issue of the *Bridge Line Historical Society Bulletin*, pp. 15-17, 35:

The Telegraph and the D&H

By S. Robert Powell, Ph.D.

The first telegraph line was built between Washington and Baltimore along the route of the Baltimore & Ohio Railroad. The 44-mile long line became operational on May 24, 1844, when Samuel F. B. Morse sent over the line, in Morse code, the text of *Numbers*, XXIII, 23 ("What hath God wrought!").

D&H supports initiative by Western Union Telegraph Company to construct telegraph line along D&H Gravity Railroad and Canal to Hudson River, 1848: On June 1, 1848, at the request of James Archbald, the D&H donated \$300 to aid in the construction of the Western Union telegraph line from Lake Erie to New York City via Carbondale, Honesdale, and Port Jervis. In that same year, the D&H granted permission to an organization, out of which developed the Western Union Telegraph Company, to construct a telegraph line along its right of way. The line, which was installed under the direction of Ezra Cornell, ran from Lake Erie, following the turnpike through Owego, Montrose and Dundaff to Carbondale, thence along the right of way of the Gravity Railroad to Honesdale, then down along the D&H Canal, on the towing path, to Port Jervis, from which place it followed the newly completed Erie Railroad to the Hudson River. The line opened in 1851.

Side note: In support of the construction of the line, the city of Carbondale agreed to provide ten miles of the poles, also to assist in putting up the line from Finch's Gate to Waymart, also to subscribe to \$100 of the telegraph stock to ensure a telegraph office in Carbondale. The telegraph machines were installed in the Carbondale telegraph office on Saturday, June 14, 1851, and were fully operational on Friday, June 20. At Honesdale, on the other hand, the people arose *en masse* against the idea of telegraph poles through their streets. Colonel Seely, fortunately, persuaded the people of Honesdale that the telegraph was a great asset and, through his influence, enough subscriptions to the telegraph stock were obtained to secure a telegraph office for Honesdale.

D&H Telegraph Line: Scranton to Carbondale to Honesdale to Narrowsburg, line opened in 1858 and was rebuilt/newly insulated in 1861: This was a commercial telegraph line built by Charles Petersen (before his affiliation with the D&H) along the highways from Narrowsburg through Honesdale and Carbondale to Wilkes-Barre, where it terminated in a drug store. In the early 1860s, Petersen and the other owners of the line sold it to The Delaware and Hudson Canal Company, and its wires were transferred from the highways to the Gravity Railroad right of way from Honesdale to the foot of "G" plane at Olyphant, thence along the steam railroad line to Plymouth Junction.



Shown here is a line drawing of the D&H Canal in the vicinity of Butler's Lock No. 57, at the base of the Hawk's Nest Cliff. Note the telegraph poles and wire along the towing path. This drawing was created by Manville B. Wakefield and is now in the collection of the D&H Canal Historical Society and Museum in High Falls, NY. It is not clear whether the telegraph line shown here is intended as a representation of the Western Union line along the D&H Canal or the D&H's own telegraph line. Photo of line drawing by S. R. Powell, October 23, 2013.

In the January 21, 1861 (p. 2) issue of the *Carbondale Advance*, this telegraph line placed the following ad: "**Del. & Hud. Canal Co.'s / TELEGRAPH LINE!** / Extending from / Scranton Pa., to Narrowsburg, N. Y., / And connecting with all the principal cities and towns in the / United States and Canada. / All messages guaranteed the strictest privacy. / The line has lately

been / **REBUILT, NEWLY INSULATED,** / New Offices Established, and / **TARIFF REDUCED.** / Chas. Petersen, Supt. / **OFFICES** / Del. L. & W. R. R. Depot, Scranton / Del. & Hud. Canal Co.s Office, Providence / Del. & Hud. Canal Co.s Office, Olyphant; Del. & Hud. Canal Co.s Office, Archbald / Del. & Hud. Canal Co.s Office, Carbondale / Del. & Hud. Canal Co.s Office, Waymart / C. Petersen's Store, Honesdale / N. Y. & Erie R. R. Depot, Narrowsburg."

D&H authorized to construct and maintain in Pennsylvania telegraph lines along D&H Gravity Railroad and Canal; also to Scranton, 1861: April 11, 1861, the Pennsylvania legislature approved an act titled "A Supplement to An Act Entitled 'An Act to Improve the Navigation of the River Lackawaxen,' Passed the 13th Day of March, 1823." In section 1 of this supplement we read: " . . . the President, Managers and Company of the Delaware and Hudson Canal Company, be, and they are hereby authorized and empowered to erect, construct and maintain Telegraph Lines and communications along the line of the said canal and railroad, commencing in the county of Pike, at or near where said company's canal crosses the river Delaware, and from thence along the line of said canal to the southern boundary line of the borough of Honesdale and from thence along the line of the said company's railroad to the terminus thereof, in the county of Luzerne, with the further power and authority of extending the said Telegraph Lines into the borough of Scranton, Luzerne County, or along the line of any future lawful continuation of said railroad. . . "



The telegraph office at Panther Bluffs on the Honesdale Branch of the Delaware and Hudson Railroad on April 24, 1917. (BLHS Archives scan by Mike Bischak. D&H Book, V26, #273, April 24, 1917).

D&H authorized to construct and maintain in New York telegraph lines along the D&H Canal, 1862: On April 17, 1862, the legislature of the state of New York passed "An Act to Authorize and Empower the President, Managers and Company of the Delaware and Hudson Canal Company to Erect Telegraph Lines along the Line of said Company's Canal." Therein we read: "The President, Managers and Company of the Delaware and Hudson Canal Company be, and are hereby authorized and empowered to erect, construct and maintain telegraph lines and communications, with the necessary appendages thereto, for the use and enjoyment of the same, along or near the line of their canal, in the counties of Sullivan, Orange and Ulster, between the rivers Delaware and Hudson, commencing on the river Delaware, opposite or near the mouth of the Lackawaxen river..."

Telegraph line installed by the D&H along its transportation system from Carbondale to Rondout, 1862: Telegraph line installed from Carbondale to Rondout, August-September 1862, under the direction of Charles Petersen, the superintendent of the D. & H. Canal Co's Telegraph, with an office in Honesdale.

In the *Carbondale Advance* of August 16, 1862, p. 2, we read the following about this D&H telegraph line from Lackawaxen to Rondout: "DEL. & HUD. TELEGRAPH LINE.—We are informed by the Superintendent of the D. & H. Canal Co's Telegraph, Mr. Charles Petersen, that the wires are now being put up between Lackawaxen and Rondout on this line, with the prospect of completion in the course of two weeks. This line will undoubtedly prove a great convenience to the community living on its route, passing as it does through a section of country never before supplied with telegraphic facilities, and connecting by a short cut, the Hudson river with the Delaware.—*Wayne Co. Herald.*" (*Carbondale Advance*, August 16, 1862, p. 2)



Bundle of telegraph wire that was discovered by Larry Rine and S. R. Powell at the side of the light track in the area of Plane No. 14 on the D&H Gravity Railroad on September 3, 2018. Photo by Larry Rine.

The line between Lackawaxen and Rondout, an experimental line that was installed with the permission of Superintendent R. F. Lord, was very successful, and its great value was immediately recognized by all. The line, therefore, was quickly extended to the east to Rondout, and to the west to Carbondale. In the September 20, 1862 issue of the *Carbondale Advance*, we read:

“DEL. & HUD. CANAL CO.’S TELEGRAPH / --This line is now in complete working order from Scranton, Pa, to Rondout, N. Y., and is open for business at any of the following offices along its route:--Scranton, Providence, Olyphant, Archbald, Carbondale, Waymart, Honesdale, Hawley, and Lackawaxen, Pa., and Barryville, Port Jervis, Huguenot Springs, Wurtsboro, Phillipsport, Ellenville, Kerhonkson, Rosendale, High Falls, Eddyville, and Rondout, N. Y. All communications are guaranteed the strictest privacy, and will be forwarded to all parts of the country, at the most reasonable rates. Mr. Charles Peterson, of this borough, is the efficient superintendent.--*Wayne Co. Herald.*” (*Carbondale Advance*, September 20, 1862, p. 2) Note: there were 22 D&H telegraph offices along the D&H Canal.

Side note: **D&H Telegraph on the Jefferson Branch of the Erie Railroad, 1872:** Mike Bischak has learned (*Journal of the Telegraph*, Vol. 6, p. 19, December 16, 1872) that the installation of the telegraph line on the Erie Railroad between Carbondale and Lanesboro was completed in December 1872, and that it connected with the telegraph line from Binghamton to Albany. When the telegraph lines were extended north along the Jefferson branch, there was a very small telegraph station at the Simpson viaduct, and Stanley Julius was the first operator therein.

Following three years of service in the Civil War as a military telegraph lineman with the Union Army, serving under Generals McClelland and Grant, Charles F. Timmons of Carbondale was hired by the D&H as a telegraph line foreman by the Superintendent of the D&H Canal Company’s telegraph, Charles Petersen.



The telegraph office at Farview on the Honesdale Branch of the Delaware and Hudson Railroad on April 23, 1917. The six telegraph offices on the Honesdale Branch in 1921, and their office call identifications, were: Panther Bluffs *PB*, Farview *FV*, Lake Lodore *DR*, Waymart *W*, Prompton *RM*, and Honesdale *H*. The telegraph operator at Panther Bluffs on November 28, 1905 was Charles M. Berry. Photos courtesy Bridge Line Historical Society (BLHS Archives scan by Mike Bischak. D&H Record Book V26, #232, April 23, 1917).

Some D&H telegraph announcements: On January 27, 1876, the D&H announced in the public press that all of its telegraph operators must be able to read by sound. On August 10, 1883, the D&H announced that (1) "The boys on the summit [of the Moosic Mountain, over which passed the Gravity Railroad] and at No. 9 [on the Gravity Railroad] have sent for instruments and will learn the art of telegraphing." and (2) that on August 17 "The telegraph instruments for No. 9 came, and are working to perfection [and that] Western Union will soon be able to find expert operators on the Gravity."

In 1879, a new telegraph line was installed in Carbondale between the D&H freight office and the general office. In the October 25, 1879 issue of the *Carbondale Advance*, we read: "A new telegraph line has been built from the D. & H. freight office to the general office. It makes it very handy for all concerned. John F. Wheeler handles the key on one end, while T. G. Smith officiates at the other end."

In 1879, as well, Frank Timmons, son of Charles, was hired by Charles Petersen as messenger at Carbondale, handling messages to and from Thomas Dickson, at that time D&H president, in what was then the central telegraph office of the Pennsylvania Division, from which point messages originating at local stations were relayed to their destinations on other divisions or railroads, and vice versa. In March 1884, at age 21, Frank Timmons succeeded his father as D&H telegraph foreman, and for the next 50 years, in both the Telegraph and the Signal Departments, he worked for the D&H, retiring on April 1, 1933.

In closing, here, for the record, are some northeastern Pennsylvania telegraph notes: (1) On January 30, 1872, John Robertson Esq. of Carbondale was awarded a patent on an "Improved Telegraph Bracket and Insulator" (a cylindrical, slotted insulator with flanges and bracket), Patent No. 123,198, no specimens of which are known to exist at the present time; (2) A telegraph line ran along the roadbed of the Pennsylvania Coal Company's Gravity Railroad: the telegraph operators in Pittston were Homer Greene, William Teeter, and A. M. Bingham; the operators at Avoca were C. C. Bowman and J. T. Frear; the operators at Dunmore were George B. Smith, John Raught, and Charles P. Savage; the operators at Hawley were Monroe Thorpe and Elmer E. Vicker; the operator at No. 19 was Mrs. Susan Sandercock; and (3) By July 1858, three unsuccessful attempts had been made to lay a telegraph cable across the Atlantic Ocean. The manner of constructing and laying of the cable, said Samuel F. B. Morse and others who were not consulted on the question, was wrong: "A cable *coiled* cannot be uncoiled without *kinks*; therefore the cable must be *reeled* to be laid. In addition, the cable must be laid from one ship, sailing from West to East, from America to England." Those directives from Morse and others were followed, and the Atlantic cable was successfully laid on August 5, 1858.

The celebrations that took place in Carbondale when it was learned that the Atlantic Telegraph Company had successfully laid a cable across the Atlantic Ocean were extraordinary. In the *Carbondale Advance* of August 14, 1858, p. 3, we read: "The unexpected, but welcome and glorious intelligence that the Submarine Cable had been successfully laid, caused great excitement in our city.—The telegraph office was thronged, as well as the streets, by eager and expectant countenances, all seeming to inquire 'How and when was it done!' Everybody was nonplussed, excited, bewildered, confused, hopeful, and thankful, and as soon as the good news was credited, subscriptions were circulated and a large quantity of powder collected for a suitable demonstration. In the evening a cannon was procured and salutes were fired in rapid succession for a long time—probably 200 guns."

And in the *Carbondale Advance*, Saturday, August 21, 1858, p. 3, we read more about these Atlantic telegraph celebrations in Carbondale: "On Monday night our usually quiet city celebrated the arrival of Queen Victoria's Message to the President of the United States [James Buchanan], according to the Programme of Mayor Poor, with variations never conceived or heard of. / At half past nine o'clock, P. M., the bell in the tower of the Trinity Church gave the signal which was immediately taken up by the bells of the other churches, and although means

had been used to give notice, yet the simultaneous ringing of all the church bells brought men, women and children into the streets as for a fire; and as the night was fine, one grand rush was made for the Parade Ground, while a general ‘Hurra’ was heard from all—and the City was given up for half an hour to such ‘*noise and confusion*’ as even General Cass never dreamed of.

“Firemen dashed through the streets with their fire apparatus—Store waggons [sic] were run by men to the Parade Ground loaded with sugar barrels, flour barrels, grease barrels, tar barrels, pork barrels, dry goods boxes, and everything of a combustible nature that co’d [sic] be laid hold of was confiscated and taken, and such a bon fire as was kept up for four hours never before was seen in Carbondale. We have heard the boxes burned on the occasion estimated at hundreds and the barrels at thousands. Discharge of cannon, fireworks, and fire balls gave variety to the entertainment. When the bell ringing had ceased and partial order was restored, the dispatch was read by Mayor Poor from the balcony of the Harrison House to the people below, who rent the air with three tremendous cheers. Speech followed speech from a great number of our citizens, even from those who were never known to speak in public on any previous occasion, and it was astonishing to see how eloquent they were; in fact the enthusiasm of the people carried the speakers and everything else away. It was a popular outbreak—like the rushing of mountain torrents, no power could restrain it.”

* * * * *

This D&H telegraph article was nicely presented in the February 2021 issue of the *Bridge Line Historical Society Bulletin*, pp. 15-17, 35.

47. S. Robert Powell's article titled "*Huckleberries and the D&H Mining and Transportation Operations*" was published in the March 2021 issue of the *Bridge Line Historical Society Bulletin*, pp. 6-7, 15. Here is that article:

Huckleberries and the D&H Mining and Transportation Operations

By S. Robert Powell, Ph.D.

Coal mines, breakers, washeries, and railroads (gravity and steam, freight and passenger) were dominant features on the floor and eastern face of the Lackawanna Valley from Archbald to Forest City in the nineteenth and early twentieth centuries. Those operations, as is well known, made it possible for the D&H and many other mining and transportation companies to mine and market untold millions of tons of anthracite coal and to meet the transportation needs of an untold number of passengers. As a consequence of doing business, all of those anthracite mining and transportation operations produced a lot of smoke, soot, and ash that ultimately made the soil on the floor and eastern face of the Lackawanna Valley from Archbald to Forest City highly acidic.

Side note on soil acidity: Soils generally range from an extremely acidic pH of 3 to a very alkaline pH of 10. Acid soils have a pH below 7 and alkaline soils have a pH above 7. Most cultivated plants enjoy slightly acidic conditions with a pH of about 6.5.

In this acidic and well drained soil on the eastern face of the Lackawanna Valley from Archbald to Forest City, it was discovered in the early 1870s, that huckleberries were very abundant. (Huckleberries, for the record, are perennial evergreen shrubs, which require acidic soil with a pH range of 4.3 to 5.2; they are about 2 to 3 feet tall when grown in full sun but may become 10 feet or more tall when grown in the shade. Unlike blueberries, which have a soft inside and are full of soft seeds, huckleberries have ten hard seeds and firm flesh. They are crunchy, seedy berries and, unlike blueberries, will stain your hands blue as you handle them.)

During the labor/management unrest in the anthracite coal fields of northeastern Pennsylvania in the 1870s, many striking and/or unemployed persons, particularly in the upper Lackawanna Valley, in order to make ends meet, picked and sold huckleberries.

As William Simmons discovered on Monday, August 1, 1870, the dry hillsides above Carbondale were an ideal location not only for huckleberries but also for rattlesnakes: "A large Rattlesnake, with thirteen rattles, was killed on the mountain, by William Simmons on Monday last, and brought to town. The Spring fires did not destroy either all the [huckle]berries or all the snakes." (*Carbondale Advance*, August 6, 1870, p. 3)

In the July 27, 1872 issue of the *Carbondale Leader*, on page 3, we read the following about huckleberries: "Our streets are overrun with huckleberry venders. It is a difficult matter to get rid of them at ten cents per quart."

The large crop of huckleberries that were picked and brought into Carbondale in 1874 where bought and shipped north on the Jefferson Branch of the Erie Railroad (over which the D&H had trackage rights) by J. R. Shepherd and X. W. Williams: "The huckleberry crop, which is now being gathered by scores of industrious hands, is a large one this year in this section. Many bushels are brought into town daily. J. R. Shepherd and X. W. Williams are shipping large quantities to Susquehanna and Binghamton, where they bring good prices." (*Carbondale Leader*, August 1, 1874, p. 3)

There were three fruit dealers in Carbondale, and by late August 1874 they had purchased 11,200 quarts of local berries and shipped them to Binghamton and Susquehanna: "The three fruit dealers in Carbondale have shipped this year, to the Binghamton and Susquehanna markets, 11,200 quarts of huckleberries—a larger quantity, we believe, than has been shipped during any year heretofore. A little over seven cents per quart has been paid to the pickers, but reckoning the price paid at seven cents per quart, the amount distributed to the industrious pickers is \$784." (*Leader*, August 22, 1874, p. 3)

On July 26, 1876, J. R. Shepherd & Co. took 50 bushels of huckleberries that were picked locally; on the preceding day, Shepherd & Co. took in and shipped 30 bushels. The financial rewards for the pickers and sellers of these huckleberries, noted the journalist for the *Carbondale Leader* on July 29, were significant:

"J. R. Shepherd & Co. took in fifty bushels of huckleberries on Wednesday—the largest amount they ever received in one day. On Tuesday they received and shipped thirty bushels. Their shipments this week have been large each day. Other parties, some from Binghamton and some from this city, have also been buying and shipping this week. The huckleberry crop is larger this year than it was ever known to be; at least more have been gathered and sold this summer than ever were gathered and sold during any previous season. The crop is not yet by any means exhausted, for as fast as the berries are picked more ripen; and the harvest will continue without abatement during the next week and probably longer. A considerable amount of money has been distributed among the laboring classes which they would not have received but for the huckleberry crop [emphasis added]. The weather has been very favorable for the pickers for the last ten days." (*Carbondale Leader*, July 29, 1876, p. 3)

The "Huckleberry Brigade" in Carbondale in August 1876 was large and industrious: "The Huckleberry Brigade is still as industrious as usual. The members now number more than they ever did before. They march and counter march from town to hillside and from hillside to town at all hours of the day. It is painful to think that their season of sport will soon be ended, but they must console themselves with the thought that they have had fine weather during the greater portion of their carnival." (*Leader*, August 5, 1876, p. 3)

Twenty to forty bushels of huckleberries were received and shipped daily from Carbondale in early August 1876 over the Jefferson Branch: "The shipment of huckleberries continues. J. R. Shepherd & Co. have received and shipped from twenty to forty bushels per day since our last issue. Although the demand for this fruit is great, the supply seems to be greater. Other parties are shipping a few to Binghamton and Susquehanna. The berries now gathered are of an excellent quality. Huckleberries have now been in the market six weeks, and the crop will be abundant for at least another week." (*Leader*, August 5, 1876, p. 3)

In 1876, Messrs. J. R. Shepherd & Co. received/purchased in Carbondale over thirteen thousand quarts of huckleberries and shipped them to Binghamton and other places. The local pickers of that astonishing quantity of huckleberries were primarily striking and/or unemployed miners and railroaders and their families.

The prospects for a good huckleberry season in 1877 were good. In the July 7, 1877 issue of the *Carbondale Leader*, on page 3, we read: "The huckleberry crop on the mountains in this vicinity will be as large as it was last year, if not larger. The crop of 1876 was one of the largest ever known, and the poor people accumulated many a dollar from the sale of the fruit which they picked. More huckleberries were shipped from Carbondale last year than during any previous season, and it now looks as if a much larger quantity would be shipped this year than last season. . . Last year the season for gathering huckleberries continued from the last week in June till the second or third week in August, and hundreds of bushels were shipped from Carbondale to various points. . . Men and women, as well as boys and girls of all ages and sizes, will assist in gathering the fruit; and some families will have as many as half a dozen pickers in the field at once. Messrs. J. R. Shepherd & Co., who were the only legitimate shippers from this city last year, will again enter largely into the purchase and shipment of berries. They have rented the room in Ad Durfee's building where they will receive and ship huckleberries from this time till the close of the berry season..."

As many as one hundred bushels of huckleberries a day were received and shipped from Carbondale by Messrs. J. R. Shepherd & Co. to Buffalo, Rochester, Syracuse, Auburn, Elmira, Owego, Binghamton, and other towns in New York during the 1877 huckleberry season, during which four times more huckleberries were shipped from Carbondale than in any previous season (In 1877, Messrs. J. R. Shepherd & Co. received and shipped 42,036 quarts, or 1,313 bushels, and 20 quarts, paying for the same \$2,299.27).

These berries were picked, we learn from an article published in the *Carbondale Leader* on August 25, 1877, "all along the huckleberry ridge from here [Carbondale] to Archbald." The season commenced July 6 and ended August 21.

The 1878 huckleberry crop was considered "nearly a failure". Nevertheless, nearly two thousand bushels (64,000 quarts) were shipped from Carbondale that year. The money received from the sale of those berries, we read in the *Carbondale Leader* of August 10, 1878, "was distributed among hundreds of families, where it could not fail to prove a blessing. Many families earned on an average from \$1.75 to \$2.50 per day through the season."

In early August 1881, about nine thousand eight hundred quarts of huckleberries were shipped from Carbondale daily. In the *Carbondale Advance*, August 6, 1881, p. 3, we read: "**The Huckleberry Trade.** / Messrs O'Hearn and Lynady are shipping about 5,000 quarts daily; Messrs. Hughes & McDonough about 1800 daily; L. C. Hathaway about 3000 daily."

Huckleberry pickers and the railroads: On July 24, 1884, a berry picker who lived on Shanty Hill, Mrs. George Cuff, was struck by a train under the highworks in Carbondale and had one of her legs cut off. In July 1887, Mrs. Mary Nealon of Archbald, in returning home from huckleberrying near Jermyrn, stepped in front of Conductor Robbins' train and was killed.

From the biographical portrait of Frank L. Spafford that was published in the February 15, 1928 issue of *The Delaware and Hudson Company Bulletin* (pp. 51-52), we learn that "huckleberry pickers frequently were "non-revenue passengers" on the coal cars on the Gravity Railroad and that it was not an uncommon sight to see women, singly or in pairs, standing on the bumpers of the little cars as they rolled across some level."

During the huckleberry season in 1892, one of the Carbondale shippers, J. O'Hearn, told the *Carbondale Leader* that there were plenty of huckleberries on the mountain but they wither and rot on the hillsides because there are not enough people who are willing to pick them at the price which can be paid.

What happened to the huckleberry market and the huckleberry brigade? New arrivals in the anthracite coal fields from Central and Eastern Europe, in search of jobs in the coal fields, and without in-place financial resources, were willing to pick huckleberries and offer them for sale at a price lower than the price set by the established fruit dealers who controlled the market. And so the formal/main stream huckleberry business on the huckleberry ridge from Archbald to Forest City quickly went out of business/came to an end. The huckleberry bushes were still there, on the mountain, to be sure, but new hands now picked and sold the annual huckleberry bounty.

Following the close of anthracite mining operations in the Lackawanna Valley in the mid-twentieth century, the soil on "the huckleberry ridge" at the northern end of the Lackawanna Valley gradually became less than ideal for huckleberries. There are, nevertheless, still lots of huckleberry bushes on the mountain, and huckleberrying, to this day, is a regular feature of life in the northern Lackawanna Valley in July and August.

In addition to these D&H and Erie "huckleberry trains" from Carbondale during the 1870s and 1880s, two other specialty food trains that came into or passed through the Lackawanna Valley in the late nineteenth century can be named.

The first are the Delaware, Lackawanna & Western strawberry trains that originated at Oswego in upstate New York in June and passed through Scranton on their way to New York City: **“THE STRAWBERRY TRAINS.** / An interesting feature of the traffic on the Delaware, Lackawanna and Western Railroad just now, is the strawberry train that runs nightly from Oswego to New York at express speed, laden with the luscious foundations of shortcake for the gourmands of Gotham. Last night about eleven o’clock the ‘Strawberry Train’ of five large cars packed with fruit passed through this city [Scranton]. The train generally reaches New York in time for the early morning markets, which are adorned with the berries plucked in the extensive beds of Oswego the evening previous.—*Scranton Republican.*” (*Carbondale Leader*, June 26, 1880, p. 3)

The second of the food-specialty trains in the Lackawanna and Wyoming Valleys in the nineteenth century were the oyster trains on the Jersey Central Railroad in the fall and winter of 1892. Those trains originated at Long Branch and arrived at Scranton daily, about noon.

* * * * *

48. Coal mining in Wales in the 21st Century:

“Reflections from Wales: The Inheritance of the Colliery” by Elfin Williams, Carmanthenshire, Wales. Article on page 5 of the January-February 2021 issue of *Ninnau*.

--The height of the mining industry in Wales was in the 1920s, when 270,000 men were working in the mining industry.

--After the national strikes and pit closures of the 1970s and 1980s (which brought austerity, unemployment, poverty, bitter resentment and recrimination to the government of the time) there were just two deep-mines left to reflect the entire industry.

--When the coal industry was nationalized in 1947, there were more than 250 collieries in Wales, now there are none--the last one at Aberpergwm closed in 2011.

49. Lackawaxen Aqueduct depth marks:

On Thursday, January 7, 2021 at 12:43 PM S. Robert Powell <srp18407@gmail.com> sent an email to Bill Merchant, titled: *Well done last night*

January 7

Bill:

Enjoyed very much your presentation last night [Zoom format: D&H Canal and Immigrants]. Very interesting dialogue with the spectators. Thomas Dickson looked great in your slide.

You mentioned a year for the introduction of wire rope in D&H operations. I didn't write down the year at the time. What was the year?

The year 1858 is given by some writers as the year when wire rope replaced hemp rope on the Gravity planes. That year, to me, seems sorta late. I think it must have been earlier. Lowenthal says it was 1844.

Robert

Bill Merchant

12:55 PM

to me

Thanks Robert!

Lowenthal has it right, it was 1844.

Did you notice the carved in Roman numerals on the "pyramids" of the Lackawaxen Aqueduct? I was there recently with Paul King and we saw them. Call me some time so we can catch up- 917-821-4134

S. Robert Powell <srp18407@gmail.com>

1:17 PM

to Bill Merchant

January 7, 2021

Bill:

I love those depth indicator Roman numerals on the Lackawaxen abutment. Attached is a photo from a couple of years ago that a buddy of mine took during our visit to Lackawaxen abutment.

Maybe it's the increased brightness of the sun, but I have already begun to think about "early Spring" visits to Canal and Gravity Railroad sites.

Loved seeing your cat in the presentation last night.

Robert

Bill Merchant

2:19 PM

to me

I don't think they are depth indicators, but rather row numbers from the quarry so they knew. See how they are on ALL the blocks? They wouldn't need so many marks if it was just depth. Paul and I both thought they were for the masons. On both sides but clearer on the Delaware side. Now I need to see if any of the other aqueducts have them....

January 7, 2021: SRP: The Roman numerals may well have been added in the quarries, but I still maintain that they are depth indicator marks.





Lackawaxen Aqueduct abutment; photo by S. R. Powell



S. Robert Powell standing in the Canal at the Lackawaxen abutment

50. More on the Erie rails and the D&H; material from Breezy Bischak, December 27, 2020:

First Train over the Erie Railroad's Delaware Division, December 27, 1848

The Company had announced that to celebrate the completion of the railroad to Binghamton (NY) special excursion trains would be run between Piermont and that place Wednesday, December 27, 1848. The track along the Upper Delaware Valley was yet in an unfinished condition, and Major T. S. Brown, Chief Engineer of the work, decided that it would be wise to run a preliminary train over that part of the track, from Port Jervis to Deposit, a few days before

the regular excursion trains were to pass, in order that their safety might be insured and all cause of delay removed.

The Rev. Henry Dutcher, now of Warwick, Orange County, N. Y., then an employee of the Company, was one of those who made that initial trip over the Delaware Division, and he thus relates his reminiscences of it to the compiler of this history:

"The train consisted of an engine, one passenger car, and two flat cars. Among those aboard were Major Brown; H. C. Seymour, General Superintendent; Silas Seymour, Major Morrell, W. H. Sidell, of the engineer corps; H. O. Beckwith, William A. Dutcher, a man of the name of Rice, myself, and others, making fourteen in all, besides a gang of laborers with pails, picks, and shovels.

We started from Port Jervis at two o'clock PM on Friday, December 22, 1848. At Lackawaxen the engine 'Piermont' was attached ahead of our engine. We proceeded to Narrowsburg, arriving about seven o'clock. After supper we started on. It had been snowing all afternoon, the snow being from six to eight inches deep. It continued to snow as we proceeded, so that our progress was very slow. When about two miles above Cohecton, six miles from Narrowsburg, our locomotives ran out of water.

We stopped at a creek, the embankment being some thirty feet above it, and forming a line, passed six hundred pails of water up to the engines. Some of the men froze their fingers. Proceeding on our way, at daylight next morning we found ourselves about a mile above Hankins Station, having travelled about twenty miles during the night.

At this point we came to a dead stop. We found a mile and a half of track not laid, and no iron nearer than Narrowsburg with which to lay it. The snow was badly drifted. There were from two to three feet of snow on the road-bed. We got the trackmen out and set them to shoveling, and sent one engine back to Narrowsburg after iron to fill the break.

Leaving orders to proceed with the engines as soon as the track could be laid, fourteen of us, without any breakfast, started to tramp it up the track through the snow, which was in many places to our hips. At about two o'clock in the afternoon we arrived at Long Eddy.

"'Now,' said Superintendent Seymour, 'we will have something to eat.'"

He leading the way, we all followed, ravenous, having eaten nothing since seven o'clock the night before, and having toiled incessantly all that time. The house he took us to was kept by John Geer. And another such a place! The bed-room, kitchen, sitting-room, parlor, upstairs, and down-cellar were all in one room, and not a very large one, nor a very clean one, at that.

Seymour told the old lady of the house that we were as hungry as wolves and wanted some dinner. She took a box from her dress pocket, treated herself to a large pinch of snuff from it, wiped her fingers on her apron, and replied that she did not know how it would be, but she would

do the best she could. Lifting a trap-door in the floor, she descended to an apology for a cellar, and brought up a loaf of bread, a plate of butter, and a dish of honey. The honey undoubtedly was clean, but the butter had the appearance of having been sprinkled with pepper and salt.

The bread, while it looked good on the outside, showed layers of dirt through it when cut, as though it had been kneaded on the floor. In addition to the above, she brought from a cubby-hole at one side of the old-fashioned chimney a dish of potatoes that had been warmed over at some time, and a dish of beans, both frozen, and a plate of fried pork, and another of mackerel, each of which looked as though it had been picked at by the hens. These were all put upon a bare table, with knives and forks, but no plates—and our dinner was ready.

We mechanically went through the motions of eating, but it was a miserable failure. Our dispositions were to eat, but our stomachs would not agree with our dispositions, and we did not eat a sixpence worth. After resting ourselves for a few minutes, Major Brown asked the old lady how much we were indebted to her. After taking another pinch of snuff, she said she could not tell.

"It wasn't much of a dinner, anyway," she said, and we thought her judgment correct. Major Brown handed her a twenty-five-cent piece for himself, and asked her if she thought that would be about right. She thought it would, so we each handed over a quarter, thus paying three dollars and a half for what would not have fed a chicken.

From there we went to the Company's shanty, opposite Big Equinunk, where we got our supper at about five o'clock. From that point we proceeded two miles farther to Jeremiah Lord's, where twelve of the party hired Lord to take them to Hancock that night. It being Saturday night, Ray Clark and myself concluded to stay with Lord over Sunday.

Monday morning we got Lord to take us to Hancock, where we found the others waiting for the engine. This did not make its appearance until four o'clock Monday afternoon. We found that between Hancock and Deposit there were three miles of track not laid, so that there was no way to get further with the cars until that breach was filled, and the iron had to come from the other direction from Susquehanna. Major Brown decided that he must go through to Binghamton at all hazards. The rest of the party resolved to go no farther, but I told the Major I would stick to him as long as there was a button on his shirt.

The trouble was to get to Deposit. We found a lumberman who was going there, but he had no better accommodation than a pair of bob sleighs. Turning one up over the other to make a seat, we rode the thirteen miles without buffalo robe or blanket; and what a bitter cold night it was!

When we reached Deposit we found Engineer Joshua P. Martin, with the locomotive 'Orange,' with which he had brought the iron to lay the three miles of track, and was waiting for us to take us to Binghamton, forty miles distant. After getting our supper we boarded the engine, with

nothing to shelter us. There were no cabs on the engines yet. Facing a strong northwest wind, with the mercury at zero, we rode over that bleak country, arriving at Binghamton at half-past eleven o'clock Monday night—three days, nine hours and a half getting over the division. But we succeeded in getting the road in order so that the excursion train on the following Wednesday passed over the division without accident or delay."

<http://www.catskillarchive.com/rrextra/erddiv.Html>

The 'Orange' was an important locomotive in the early days of railroading in New York State. It had an interesting trip in 1852:

□ From a local paper: *"On June 5, 1852, it was disassembled and ferried across the Genesee River at Portage, the bridge across the great chasm being unfinished. It was then re-assembled on the track on the opposite side..."*

51. D&H *Laurentian* and *Montrealer*; posted on Facebook, January 9, 2021:

Michael Eggleston, Delaware and Hudson Railroad: Reposting from a few years back. Former B&M RS3s on "The Adirondack" at Rouses Point NY, back in the innocent pre- 9/11 days:



Back in the mid-1970's, the State of New York became dissatisfied with Amtrak's 1971 decision discontinuing the day "Laurentian" and evening "Montreal Limited" trains over the D&H from Albany to Montreal's Windsor Station with the NY Central, and later PC connection from

Manhattan's Grand Central Terminal were not included in the final system plan for Amtrak. D&H had been running the former trains with Alco PA's brought in by D&H's President Fred "Bucky" Dumaine as the doughty old Alco RS2's with steam generators were beginning to reach the end of their useful lives. At times during the Dereco era, D&H borrowed some E8's from partner Erie Lackawanna as during the winter months, the PAs had limited boiler capacity for the cold upstate New York winters and it was necessary to double-head PAs for steam which left the D&H in a power shortage operating four trains a day. D&H, with its headquarters in Albany just down the hill from the State Capitol always had good political influence and through NY State DOT decided to provide funds to operate a new train, "The Adirondack" in 1974. Included in the funding was money to have the four PAs rebuilt at Morrison-Knudsen in Boise Idaho. However, only two PAs at a time could be sent west for rebuild to protect the schedule of the new 'Adirondack', and the resourceful locomotive department at Colonie went shopping around for replacement power while the PAs were being rebuilt. The B&M happened to have a couple old commuter RS3's #1508 and #1536 with steam boilers, and in a swap for two older D&H RS3s, they were brought to the D&H and repainted into D&H colors. They were badly needed and so operated for a number of months with their old B&M numbers. In the view below, the northbound Adirondack with D&H 1508 and 1536 paired is stopped at Rouses Point Station while the Canadian Border inspector is probably making his rounds through the coaches, which in these pre-9-11 days did not require a passport. This was always a good spot for a passenger to step off and grab a quick picture of the train, I did it back in 1971 with the PAs just before the trains came off. In today's world, you'll probably get detained by the authorities if you try it now. Another one of our pleasures of the past now gone. (Not my photo, sharing only - just purchased it on eBay!)

52. Pushers above Simpson, PA; posted on Facebook on January 10, 2021 by Joey Senese:

“Forest City PA on the Erie Railroad Jefferson Division (also the D&H Penn Division) the grade between Simpson and Forest City was the steepest on the line and required sometimes 3 or 4 pushers on the rear.”



North of Forest City, PA, on the Delaware and Hudson Railroad

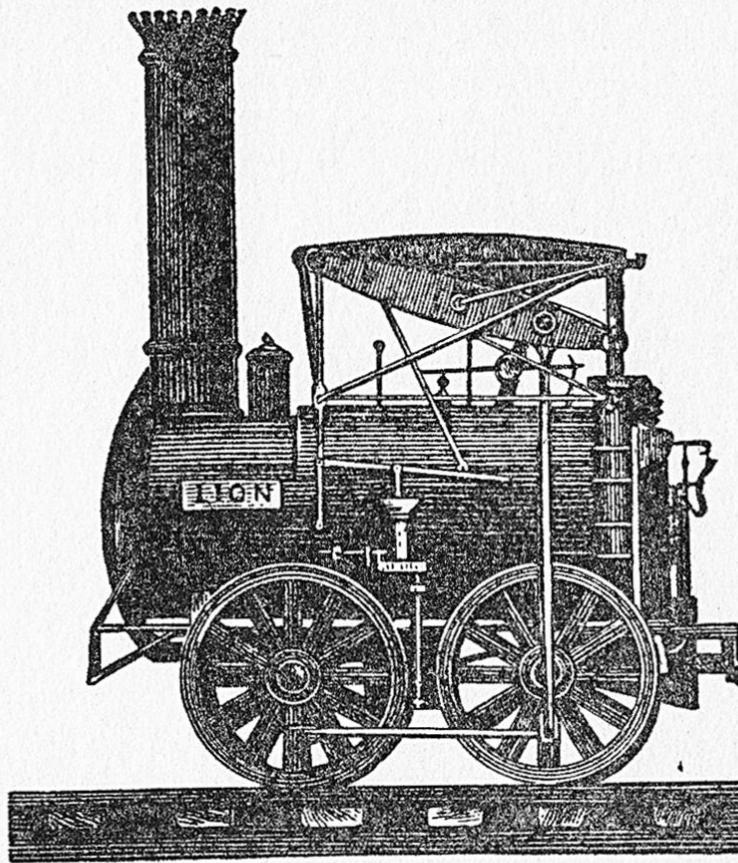
53. “History of Delaware and Hudson Company” from Warwick Stevens Carpenter’s *The Summer Paradise in History*, published in 1914:

In 1914, the General Passenger Department of the Delaware and Hudson Company, Albany, NY, published a 308-page, hard cover book titled *The Summer Paradise in History* “A compilation of fact and tradition covering Lake George, Lake Champlain, the Adirondack Mountains, and other sections reached by the rail and steamer lines of the Delaware and Hudson Company” by Warwick Stevens Carpenter.

Presented in the Carpenter book, on pages 49-51, is the following history of the Delaware and Hudson Company:

DELAWARE AND HUDSON COMPANY. The history of the Delaware and Hudson Company is inseparably bound up with the finding of coal in Pennsylvania and the tremendous industrial development of the country which followed as one of the immediate results of its distribution. The coal of Virginia, discovered in 1701, had been mined since 1750. It is said in "The World's Progress" that the anthracite coal of Pennsylvania was first used by a blacksmith in the Wyoming Valley in 1775. But in 1792, when Charles Cist, a Philadelphia printer and publisher, brought to that city several

wagon-loads of anthracite which, in order to introduce what he called a new fuel, he offered to give away, he was very nearly mobbed for trying to impose on the people with a lot of "black stones." In 1806 some mining was done at Mauch Chunk, and in 1812 William Wurts, a Philadelphia merchant, and his brother Maurice, after months of prospecting up and down the valley of the Lackawaxen



THE STOURBRIDGE LION

and Lackawanna, managed to raft a few tons to that city, where it was still thought to be of little or no value. But the brothers went on buying coal lands at from fifty cents to three dollars an acre, which subsequently formed the first holdings of the Delaware and Hudson Company.

The original charter was granted to the Delaware and Hudson Canal Company by the legislature of the State of New York in 1823. Two years later ground was broken for a canal, which, reaching from Rondout, on the Hudson, to Honesdale, Pennsylvania, one hundred and eight miles, was completed in 1828, at a cost of \$6,300,000. This was within the estimates, and less than had been calculated by the engineers. The canal was intended almost solely for carrying

coal, which was first mined within the present limits of Carbondale. It was carried over a gravity railroad, begun in 1827 and completed in 1829, to the canal at Honesdale. It was on this railroad that the "Stourbridge Lion," the first locomotive engine that ever turned a wheel on any railroad on this continent, was used. It was imported from England by the Delaware and Hudson Canal Company, taken by canal-boat from New York to Carbondale, Pa., and the first trip made August 8, 1829, from Honesdale to Seeleyville and return. The first boats carried twenty-five tons each, but, by enlargements of the canal in 1844 and in 1862, boats carrying from one hundred and twenty-five to one hundred and fifty tons were used. The final capacity of the canal, with its equipments, in ordinary boating seasons, was 2,500,000 tons annually. The canal was abandoned January 1, 1899, since which time the entire coal and freight carrying business of the company has been done by rail.

54. When Bill Merchant and Paul King visited the Lackawaxen Aqueduct site in December 2020 or January 2021 (see No. 49 above), they noted the existence of the two iron rings at the top of the down-river abutment (berm side of canal) near the base of the trapezoidal prism on the top of the abutment. On January 18, Bill Merchant sent SRP the photograph given below of those rings:



SRP e-mail to Bill Merchant, 01-17-2021:

Meeting code for De Witt Clinton talk

On 1/16/2021 5:17 PM, S. Robert Powell wrote:
5 P.M.

Bill: Couldn't connect with the De Witt Clinton talk [by Derrick Pratt on January 16]. Here's a copy of an email I got after the presentation:

Victoria Waldron, 3 PM

Hello,
I apologize for my delayed response. Your email got trapped by my spam filter. Unfortunately, we were unable to record the video. I apologize in advance for your not receiving the link. Are there any other lectures you are interested in attending? I will make sure you receive your zoom link. / Thank you, Victoria Waldron [Education Assistant, 125 Washington Ave., Albany, NY 12210, 518-463-4478 ext.404 waldronv@albanyinstitute.org]

I think the Erie Canal folks have to work on their communications systems and skills.

SRP

Bill Merchant:

January 18 8:40 AM / Hi Robert

That isn't very nice... I insist that they record mine so I can hang put them on D&H TV. Glad I didn't go out of my way for it. / On another topic- the other interesting feature we found at the Lackawaxen Aqueduct [during the Bill Merchant and Paul King visit in December 2020 or January 2021] was the pair of approx. 4" rings in the stone on the berme side- can't figure out what they were for but it was for something- see attached photo [photo given above].

SRP e-mail of January 18, 11:23 A. M. to Bill Merchant: Meeting code for De Witt Clinton talk

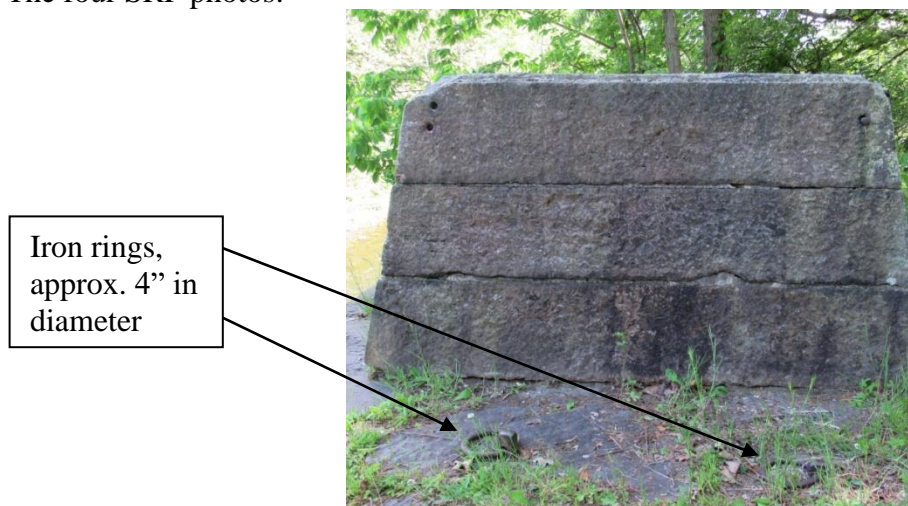
January 18, 2021: Bill:

Yes, those two iron rings (see three attached photos taken by SRP on June 8, 2019) are intriguing. After I saw them, I checked carefully at the other three Roebling sites and didn't find

any more rings. They might have been used (wild guess) to tie up something (a canal boat?) on a short-term basis, before or during the passage of a canal boat (loaded or empty) over the aqueduct? If they were used at Lackawaxen to solve a problem, another solution to that problem must have been found/developed at the other three aqueducts, all of which were built after the Lackawaxen aqueduct.

At Neversink, on the following day [June 9, 2020], also on the top of the berme abutment, in about the same position as the iron rings at Lackawaxen, I discovered a fairly large wood-lined hole (see attached file), the exact diameter of which I failed to note at the time. Another wild guess: that hole at Neversink and the two rings at Lackawaxen were used to solve the same problem. / Robert

The four SRP photos:



Neversink Aqueduct: wood-lined hole on top of down river abutment (berm side of Canal) a short distance from the trapezoidal prism:



55. D&H Canal, National Register: 1966 and 1968:

On Wed, Jan 13, 2021 at 2:00 PM Bill Merchant <historian@canalmuseum.org> wrote:

Dear Robert

The entire D&H Canal was included in the National Register (given National Historic Landmark designation) when the Register was created in 1966. Interior Secretary Udall flew over and pronounced it a land mark. The 5 sites currently mentioned as particularly important came later, 1968: See item No. 72 in SRP 2021 Journal.

Five sections of the canal that appear to be especially well preserved and to best illustrate its history:

1. Locks at High Falls, New York
2. Alligerville Section, New York
3. Cuddebackville Section, New York
4. Roebling Aqueduct, New York and Pennsylvania
5. Office of the Delaware and Hudson Canal, Pennsylvania

56. Myra Snook was a long-time member of the Delaware and Hudson Transportation Heritage Council:

Myra J. Snook, 81, of Fredon Township, died Friday, December 4, 2020, at Morristown Medical Center. She was born on January 17, 1939.

“Myra was born in Newton to the late Russell and Ruth D. Snook. She was the granddaughter of the late George and Jennie Snook who owned and operated Maple Crest Farm in Fredon Township as did her late great-grandfather, Elias Snook. Myra was a lifelong resident of Fredon, most of that time spent on part of the family farm. She graduated from Newton High School in 1957 and attended Rutgers University graduating in 1961. Myra worked on Sussex County Mobile Book Library for 2 years, was the librarian for Byram Township Schools for 2 years and was a Library Media Specialist for Sparta School District for more than 30 years.

Myra was active in local history with numerous historical and canal societies. She helped start the Paulinskill Valley Trail, the Walpack Historical Society, and Friends of High Point State Park. Myra was on the board and past president of the Sussex County Historical Society. She was the local historian for Fredon Township and helped save the Coursen House and reopen it to the public. Myra was a member of the Warren County Morris Canal Committee and researched and designed numerous signs on the Morris Canal. She was active in many canal societies in New Jersey, New York, Pennsylvania, and Ohio and gave many slide shows on local history.

Myra loved outdoor activities such as operating canal boats and hiking on local trails.

In addition to her parents, Myra was also predeceased by her sister, Rita Snook. She is survived by her cousins and close friends.

Due to the COVID-19 Pandemic, burial will be private in Yellow Frame Cemetery. A memorial service will be announced at a later date. Arrangements are under the direction of Smith-McCracken Funeral Home, Newton.

Memorial donations may be made to Yellow Frame Presbyterian Church and Cemetery, 1 Yellow Frame Rd, Newton, NJ 07860 or to the Millbrook Village Inc. c/o PO Box 162, Asbury, NJ 08802 or the Keepers of Coursen Corners, c/o M. Lindholm, 12 Old Swartswood Station Rd, Newton, NJ 07860. Online condolences may be offered at www.smithmccrackenfuneralhome.com.

57. Mike Delfino death, February 2, 2020:

Mike and Gwen (Calabro) Delfino were long-time members of the Carbondale Historical Society. On February 2, 2020, Mike died, at age 98. He graduated from Ben Franklin High School in 1939 and then earned a degree from Lackawanna Business College in Scranton. Following service in the U. S. Navy, 1942-1946, he was hired by the D&H in Carbondale as a train dispatcher.

58. **D&H Caboose No. 35964:** Purchased by the Carbondale Historical Society on November 29, 2010 from The Valley Land Corporation in White River Junction, Vermont, and moved to Carbondale (arrival on December 3); photo on Facebook on January 24, 2021.

Photo given below of D&H Caboose 35964 in Whitehall in 1970 was posted on Delaware and Hudson Railroad on Facebook on January 24, 2021 by Melissa Steinert Lawson (jpg saved in "Photos for Addendum IV also in 2021 Journal as p. 121). This is the caboose that is now owned by the Carbondale Historical Society.



**D&H DELAWARE & HUDSON Railroad Train
Caboose WHITEHALL NY 1970 Photo Slide**

59. Whitehall, NY D&H Shops, posted by Ken Karlewicz on the Delaware and Hudson Railroad Facebook page on January 28, 2021



Lots of comments, the main thrust of which is that these Whitehall D&H buildings should have been converted into a rail museum.

60. Green Ridge D&H Roundhouse; photo by Mike Bischak; caption from Lackawanna & Wyoming Valley Railway Historical Society 2021 calendar, February page:



Delaware & Hudson Burrow Crane No. 35023 awaits its next assignment at the 12-stall Green Ridge (Scranton) roundhouse in Green Ridge Yard. The section on the far left has been converted into the yard office. Green Ridge Yard was the major D&H facility in the Scranton area. The roundhouse/yard office was used until 1980 when yard operations from here as well as Hudson Yard outside Wilkes-Barre were moved to the ex-DL&W/EL yard at Taylor. This occurred when the D&H downgraded its Penn Division line over Ararat Mountain and began operating over the former Erie Lackawanna between Taylor and East Binghamton. Later the roundhouse was demolished. Today this trackage is property of the Pennsylvania Northeast Regional Rail Authority and operated by the Delaware Lackawanna Railroad. Recently the Delaware Lackawanna Railroad constructed a new engine house on this site.

61. Standard gauge on railways (4 feet 8 ½ inches) was officially adopted in Great Britain in 1846.

62. Runaway engine on the Jefferson Branch, 1974; Facebook, February 8, 2021:

Joe Cudo, Delaware and Hudson group:

Runaway, in 1974, at about 2:30 P.M., from near Burnwood to two miles north of Simpson; engine clocked at 40-45 mph during its journey.

Train derails and blocks mainline

A Delaware and Hudson Railway diesel locomotive took a pilotless trip Friday afternoon which ended in its being totally destroyed.

The journey began near Burnwood, above Herrick Center, at about 2:30 p.m. when it ran away from a D&H pusher crew. The crew was unable to stop it and the wild trip began.

The trip ended two miles north of Simpson when the engine could not negotiate a curve cut into a gorge. There were no injuries.

When the NEWS visited the site Friday afternoon, the train was resting on its side, apparently after sliding about 100 feet from where it initially derailed.

The railroad track on the southbound side was torn up for some distance while the northbound track was only slightly damaged where the engine came to rest.

A railway spokesman at the scene told the NEWS that the engine had been clocked at 40 to 45 miles an hour during its journey.

Work crews repaired the northbound track, which is the main right of way for the railway, and at 10:30 Saturday morning the engine, valued at \$250,000 to \$300,000, was removed to the Carbondale yard.

Policemen of communities along the route were alerted following the journey's start and crossings along the way were guarded to prevent any injuries as the train rambled on its way.

This measure was taken since the crossing gates in the area are set to operate properly when tripped at a speed of about 30 miles an hour. A faster speed would not have allowed the proper amount of time for the crossing gates to block area roads.

According to D&H superintendent Joseph Cassick, the investigation is continuing.



Jon C. Burdick, *Remember Susquehanna Pa*: “A runaway train, I don't remember this, in 1974 I was away in the Coast Guard. I do know exactly where the train wrecked though, I have hiked and biked through here many times.”

Alex Nepa: “It was a pusher crew between Carbondale and Forest City, the steepest grade on the system. The entire crew got off the train. The conductor called the dispatcher for the return back to Carbondale. Apparently someone didn't set the brakes, and the train rolled off making it about halfway and then tipped over on its side.”

See Item No. 79 in SRP's *Addendum III*, 2020, pp. 179-180 for more information on this runaway engine.

63. Challenger “troubleshooting”; posted on Facebook, February 15, 2021:

American-Rails.com posted a photo of D&H No. 1500 with this comment: “One of the Delaware & Hudson's big 4-6-6-4's (J), #1500, is seen here in Mechanicville, New York on what appears to be a caboose hop during July, 1948. Despite its small size, the D&H owned many "Challengers" (40), acquired between 1940-1946. All were scrapped by August, 1953.”

Jay Curtis: "Challenger" troubleshooting was my grandfathers' specialty.

Silas Robert Powell: For the historical record about the Challengers, what was your grandfather's name, and where on the D&H did he work?

Jay Curtis: He worked for ALCO - Carlton "Kip" Holcomb.

Silas Robert Powell: Without troubleshooters like your grandfather, those great engines could not have done their job, and it's very important that we remember those whose technical and engineering know-how/skills frequently saved the day. [Got a "Like" from Jay Curtis on this post on February 18]

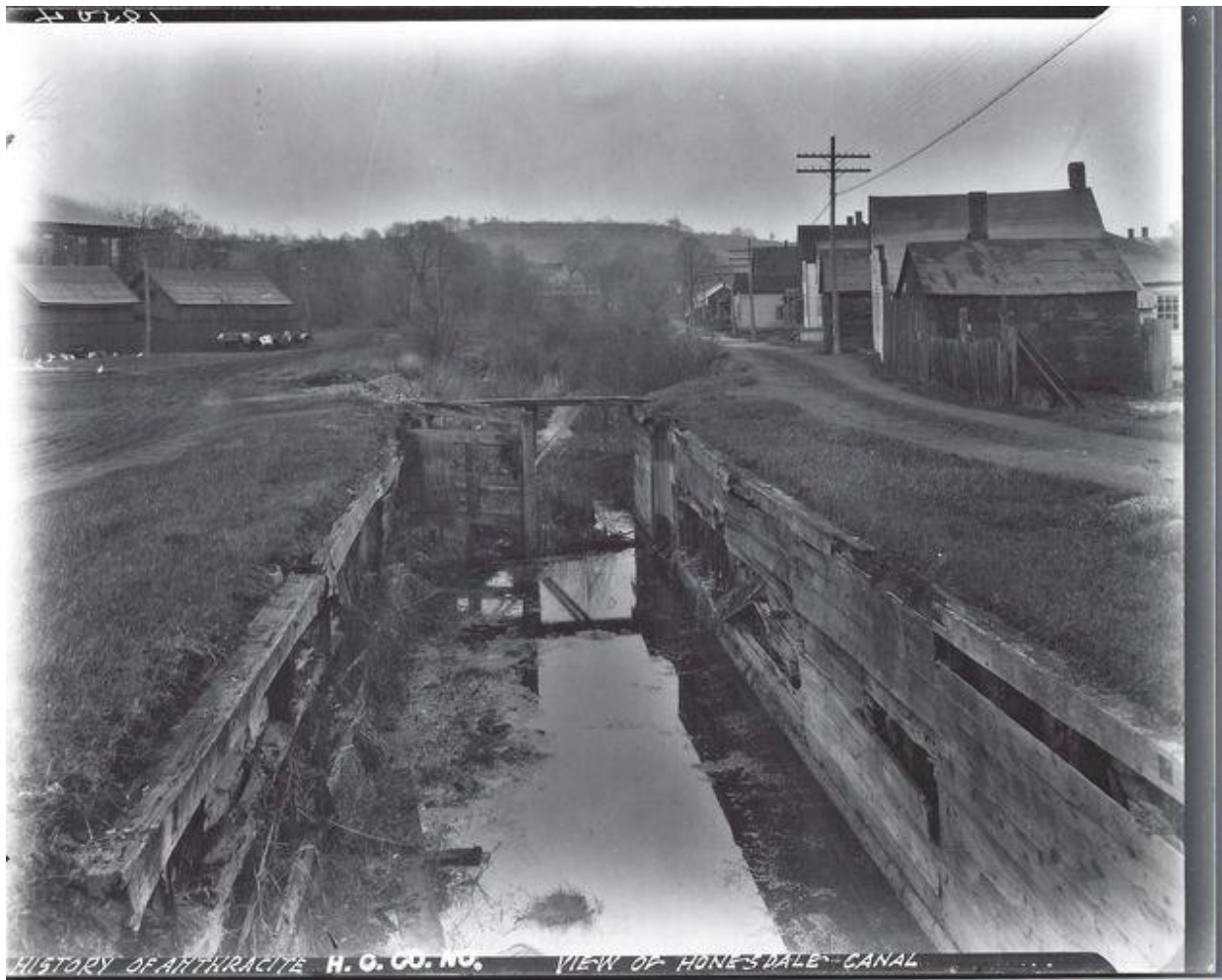
64. Ararat Station; posted on February 21 on Facebook:

Jon C. Burdick, PA: Ararat Train Station about 1909 or so. The "real thing" sign is an ad for Wrigleys gum which I have seen on other stations around 1909 or so with verified dates. I don't have any other picture of this station. I know exactly where it was and there is evidence presently of a pile of debris if you know where to look. Notice the white horse and buggy coming down the hill, that road is the present day School Road. Western Union Telegraph sign also seen, the other signs are a little difficult to make out, I can make out the word "Bottle" on one of them. I have hiked and biked past this many times, pretty close by is the start of the Starrucca Creek."



65. John Horgan photo c. 1917 of D&H Canal; posted on Facebook on February 23, 2021 by John Serniak:

“Circa 1917 image taken by John Horgan Jr. of the remnants of the Delaware and Hudson Canal near Honesdale, PA. From its opening in 1828 the canal successfully carried anthracite coal from mines in Carbondale, PA via its feeder lines the D& H Gravity Railroad and later the Pennsylvania Coal Company Gravity Railroad to the Hudson River in Kingston New York. However, the development of railroads soon led to the decline of the canal and it was abandoned in 1898.”



“c. 1917 image taken by John Horgan Jr., photo in Anthracite Heritage Museum”

Also : posted by the Pennsylvania Anthracite Heritage Museum, March 2, 2021:

“Several days ago we posted an image of the circa 1917 remnants of the Delaware and Hudson Canal near Honesdale, PA Here is a nearby photograph also, circa 1917 showing a ruined portion of a lock and an old lock tender's house along the same canal. Note that at the time the image was taken the lock tender's house was still inhabited.”



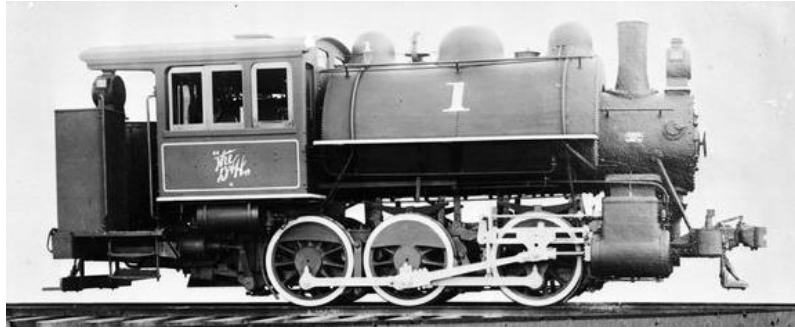
On March 2, SRP sent a copy of this photo to Sally Talega at the Wayne County Historical Society and said: “Sure looks like Lock 31 to me. What do you think?”

She replied: Tuesday, March 2, 9:26 P.M: “The building is stone so that is not our lock house and wood frame behind looks too far from the lock to be our house. I have to be at a mtg there on Friday and hope to take a photo from same angle to compare.”

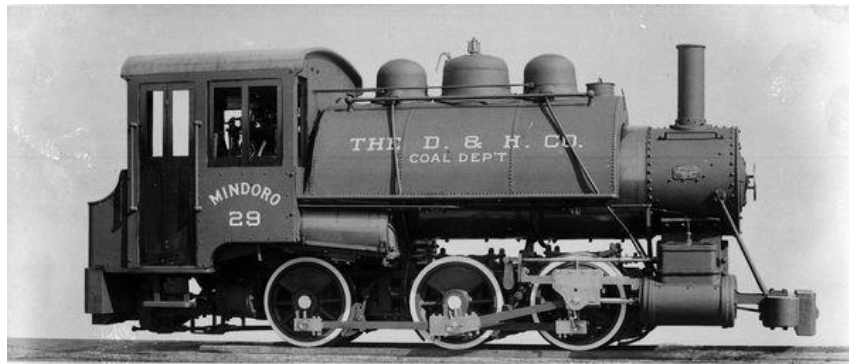
I think she’s wrong. Further investigation required.

66. Photos of three mine locomotives, posted on Facebook, 02-25-21, William Rice, Anthracite Railroads Historical Society:

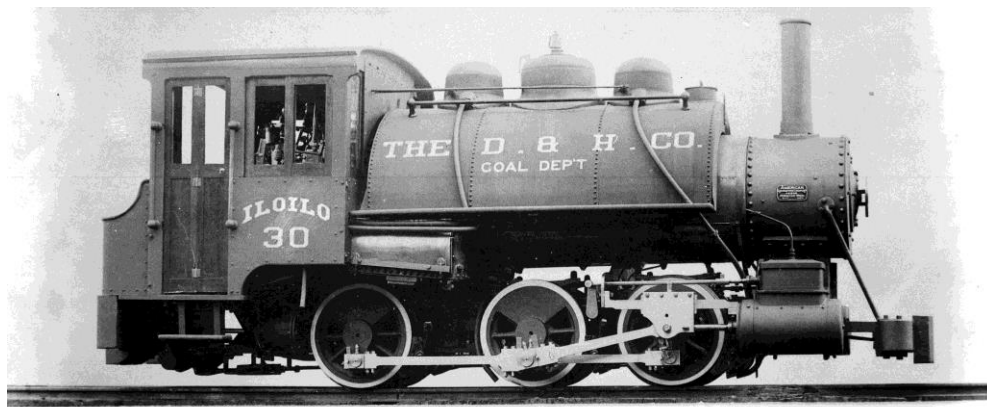
Delaware & Hudson Coal Department No. 01 [0-6-0T]:



Delaware & Hudson Coal Department No. 29 [0-6-0T] Mindoro--ALCO Dickson No. 45993--
Built 1909.02:



Delaware & Hudson Coal Department No. 30 [0-6-0T] Iloilo--ALCO Schenectady No. 46209--
Built 1909.05:



67. Work car in Gravity train on Plane No. 1: comment by Jim Bachorz, Bridge Line Historical Society, March 5, 2021:



On Thu, March 4, 2021 at 8:48 PM James Bachorz <blhscurmudgeon@gmail.com> wrote:

I am setting up the photos for the April issue as I type this. I just noted that, on the photo showing Plane #1, there is an odd car on the back (bottom) end of the car string. The car's number appears to be "No. T", which is odd. The car's construction seems quite substantial, especially on the lower / back end, as it has a lot of cross-ties. As first, I thought that it was the car an engine pushed on, but that makes no sense since the cars are hauled up the grade, not pushed. Or did sometimes the cable attach to the last car, which pushed on the string, making the couplers between the (passenger) cars lighter in weight?

Just curious.

SRP reply, 10:10 A.M. on 03-05-2021: "Jim: I've looked at that photo a million times over the years and have never noticed the unusual trucks on the car and "No. T" painted on the car, which is a work car.

The crossties on the outside of the trucks must have been there to protect the wheels when the car was pushed around, by a Gravity-gauge engine, and loaded or unloaded, in the Gravity Shops area on the flat land at the foot of Plane No. 1 in Carbondale and at the foot of Plane No. 13 in Honesdale. Initially, horses were used to move cars on the flat-land at the foot of Plane No. 1 and Plane No. 13, but the horses were later replaced with gravity-gauge engines.

"No. T" painted on the car: It's just a guess on my part, but I wouldn't be surprised to learn that that was an in-house gesture by someone in a work crew or construction crew who decided that the work car, like all the other cars in the system, should have a name, and so, maybe "Tom" (in the car shop or paint shop) decided to paint "No. T" on the side of the car (all the other cars in the system were identified by numbers--not letters of the alphabet--and those numbers were never in the location on the other cars where "No. T" has here been painted on)."

68. "Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part I)"; published in the April 2021 issue of the *BLHS Bulletin*, pp. 15-18:

Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part I)

By S. Robert Powell, Ph.D.

In the spring of 1860, the D&H established regular passenger service on its Gravity Railroad between Carbondale and Providence (see article in *BLHS Bulletin*, April 2020, pp. 16-18). Passenger service on the Gravity Railroad between Carbondale and Honesdale began, in a preliminary way, three years later when, in late May, under the direction of Superintendent Rollin Manville, a car made a round trip between Honesdale and Waymart.

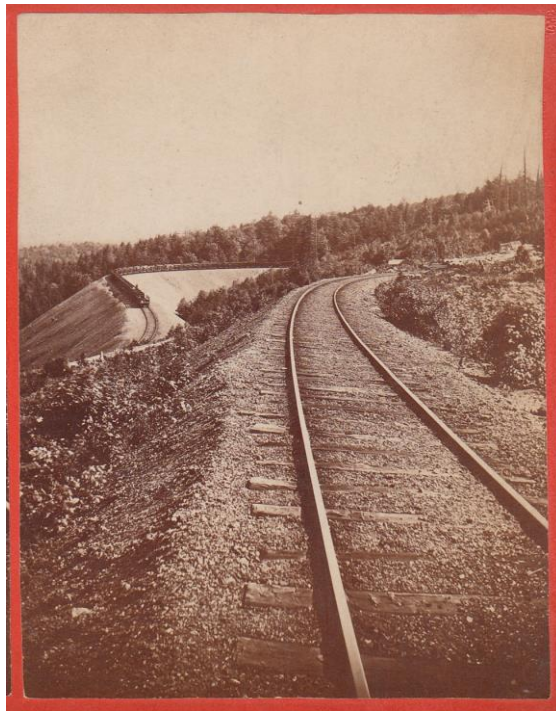
News spread very quickly to Carbondale of this passenger car run from Honesdale to Waymart and return, and the *Carbondale Advance*, in its issue of June 6, 1863, observed that it would be a great convenience to have regular passenger and mail trains between Carbondale and Honesdale, and asked: "Could not some means be devised to do this?"

Another step in the direction of regular passenger service was taken during the first week of November 1863, when "well filled" passenger cars were put on the Gravity line daily between Honesdale and Carbondale to accommodate Wayne County conscripts for the Civil War on their way to Easton.

Five years later, the 1868 configuration of the Gravity Railroad was installed. The most remarkable feature of this new configuration of the rail line was Level No. 20, which was a new light car track, from Farview to Carbondale (six miles) and to Archbald (fourteen miles). Over this new light track, the empty coal cars moved down the mountain from Farview by gravity, eliminating the use of two ascending and eight descending planes.

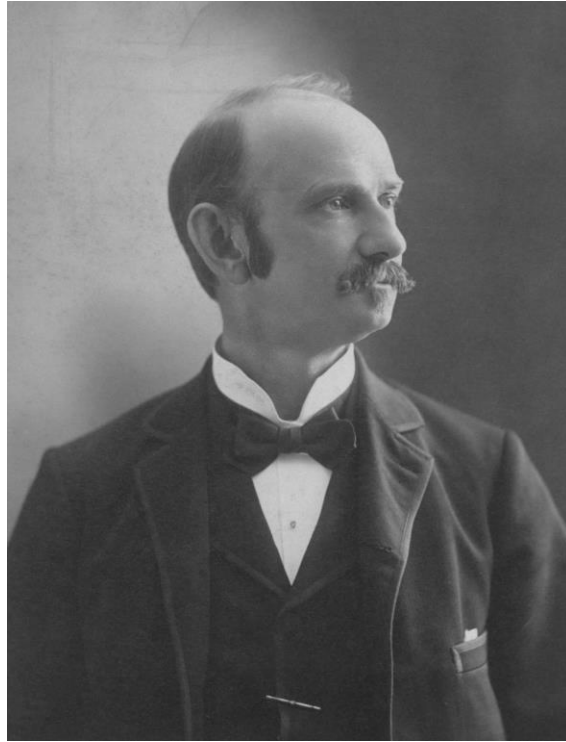
For the greater part of its length, this track (which was not contiguous with the loaded track) wound in and out among the hills, along precipitous cliffs and through ravines and little valleys. Curving to the left from the light track at the foot of return plane No. 8 it ran southwesterly to No. 4 Reservoir where it curved to the right and ran northerly and, crossing over the loaded track near the head of No. 5 plane, continued for some distance.

Then, after a cut into the side of the mountain, an abrupt turn or loop was made on a huge embankment. This abrupt turn was known as Shepherd's Crook, which was about four hundred feet in diameter and two thousand feet in length, with a grade of one hundred and ten feet to the mile. At the lower end of the loop, the track returned to within eighty-two feet of itself, horizontally, thirty-seven feet below its upper end. At the lower end of Shepherd's Crook, the track continued in a southerly direction, re-crossing the loaded track just above the foot of Plane No. 3, to Carbondale and to Archbald.



Shepherd's Crook on Level 20 on the D&H Gravity Railroad. Photograph by Ludolph Hensel, Port Jervis, NY, and Hawley, PA

The photograph given above is a component of a series of photographs of the Delaware and Hudson Gravity Railroad, titled “A Ride over the Del. & Hud. Gravity Road into the Coal Regions” that were taken and published by Ludolph Hensel, a photograph of whom is given below.



Ludolph Hensel, 1849-1927

With the opening of Level 20 on April 21, 1868, it was rumored that the Delaware & Hudson Canal Company, upon the completion of the Jefferson Railroad from Hawley into Honesdale about the 1st of June, would place a passenger car on their road, between Honesdale and Waymart, and then Carbondale, as an experiment.

In support of this Honesdale/Carbondale passenger initiative, it was noted that passenger service up and down the Lackawanna Valley on the D&H Valley Road between Carbondale and Providence was not only already in place but also highly successful. The success of that passenger initiative was, to be sure, a consequence of the fact that passengers on that line rode in “elegant passenger cars”, built in the D&H car shops in Carbondale under the direction of Thomas Orchard, Esq.

In the June 28, 1873 issue of the *Carbondale Advance* we read the following about one of those elegant passenger cars, the *Monitor*, got up under the supervision of Thomas Orchard, Esq. at the D&H car shops in Carbondale: "One of them [the "Monitor"] is now ready for use, and is a model of strength and artistic beauty and taste. The panel work, the windows and doors, the upholstering, the ventilators are all beautiful, and skillfully constructed. We believe the work is not surpassed in the best shops in Concord, Troy or Philadelphia."

With elegant passenger coaches now at hand, and with the new light track from Farview to Carbondale and Archbald (Level 20) open, a very important step towards regular passenger service on the D&H between Carbondale and Honesdale was taken when the *Monitor* was put into service on the line to Honesdale as a convenient and easy means of transportation now available to those who wished to explore the scenic beauty of sites on the Moosic Mountain above Carbondale, the most remarkable of which was the Shepherd's Crook and Panther Bluffs area.

Not surprisingly, by the summer of 1874, "pic-nic" excursions to Shepherd's Crook via the Gravity Railroad were a regular feature of summertime activity in Carbondale. How did those excursion groups get to Shepherd's Crook? Two possibilities: the D&H passenger cars were taken up the mountain on the loaded track and then switched to the light track, either at the head of Plane No. 5 or at the head of Plane No. 8, for the trip down the mountain via Shepherd's Crook. Etymology note: Given the fact that the word "pic-nic" was used in parentheses in contemporary newspapers, it must have been a new word in the language at that time.

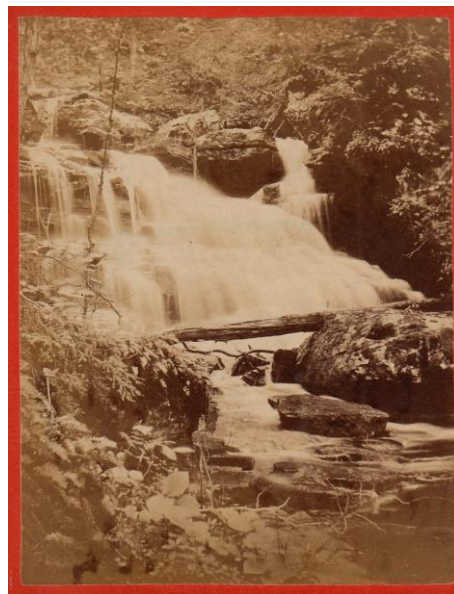
Upon their arrival at Shepherd's Crook--which was not a station stop, and where there was not even a platform-- the passenger coaches were stopped and the excursionists descended and went into the woods for a "pic-nic" and to enjoy the many waterfalls there and the mountain scenery. Here is a very interesting account from the *Carbondale Advance* of a trip taken to Shepherd's Crook on Thursday, July 9, 1874, by a group of 30 excursionists from Carbondale:

"Pic-Nic. / A party of some twenty or thirty of our young people took a pic-nic excursion to Shepherd's Crook on Thursday. They left the city by car 'Monitor,' D. & H. RR., and after a rapid run up a half dozen planes, pursued the gentle declivity which leads to the Crook. Arrived at their destination, the provisions were conveyed about a quarter of a mile into the woods, and deposited upon the banks of a mountain rivulet where the water dashes wildly but picturesquely over high Falls. From this point the happy young couples branched out in all directions through the woods, rambling over rocks and through thickets with hearts devoid of care. The rain which set in did not interfere with the dinner programme, but, continuing, it caused a general stampede for the "Monitor" about 1 o'clock. After a spirited and enjoyable run, the little car landed its precious freight once again at the Company's office. The general sentiment of the young people was that it was the most pleasant affair of the kind that they had ever attended." (*Carbondale Advance*, July 11, 1874, p. 3)

In early August 1874, another excursion outing went to Shepherd's Crook in the *Monitor*, via the Gravity Railroad: **"Shepherd's Crook Again."** / "On Monday last a small party visited the glen near Shepherd's Crook, on the D. & H. Gravity road, being conveyed thither by the snug little car *Monitor*. We understand it was a very pleasant affair." (*Carbondale Advance*, August 8, 1874, p. 3)

Passenger outings from Honesdale to the summit of the Moosic Mountain and then down to Shepherd's Crook and then down to Carbondale were soon arranged. In the *Honesdale Citizen* of May 20, 1875 we read: "The parlor car, *Passaic*, took a sight seeing party over the Del & Hud road to the top of the mountain, on Monday afternoon."

In June 1875, "a select company of Scrantonians, numbering about ninety, accompanied by the Hyde Park Band" arrived in Carbondale for an excursion outing to Honesdale and Shepherd's Crook on the Gravity Railroad. They were joined by a delegation of about 40 Carbondaleans and together they journeyed by the Gravity Railroad to Honesdale, where they made an official visit to the Allen House and enjoyed for an hour and a half "the fine scenery and charming shade" of Honesdale, before again boarding cars on the Gravity Railroad for the trip to Shepherd's Crook. There they descended from the cars and picnicked in woods and enjoyed the mountain scenery and the waterfalls there. At 4 o'clock the excursionists departed for Carbondale. After the "Carbondalers" had descended, at the Hendrick's Avenue station, the Scranton group continued on the Gravity Railroad to Archbald (the end of Level 20) and then took the steam train from Archbald to Scranton. (An extensive account of this outing--in which the names of the 90 excursionists are given--was published in the *Carbondale Advance*, June 19, 1875, p. 2.)



Van Bergen Falls, near Panther Bluffs. Photograph by Ludolph Hensel

Given the huge success of this excursion to Elk Falls near Shepherd's Crook, the wish for more such excursions to the same site was verbalized generally. Such excursions would not be difficult to make a reality, as the writer who wrote the following brief article for the *Carbondale Advance* makes very clear: "Since the delightful picnic on Tuesday at Elk Falls, near Shepherd's Crook, the question has been broached, 'Why cannot we have many a picnic at this delightful spot?' If a car can be chartered, the place can be reached by going to the summit, and then returning by the 'empty track' to the crook. To get back to town take cars on the same track to Hendrick's avenue, thence by carriages or afoot to the heart of town." (*Carbondale Advance*, June 19, 1875, p. 3)

On July 27, 1875, a large party of Honesdale boys and girls traveled across the D&H's cloud capped peaks in the *Passaic*: "A very large party of Honesdale girls and boy went across the Del. & Hud. Co's cloud capped peaks on Tuesday last, occupying the beautiful car, *Passaic*, also an open car." (*Honesdale Citizen*, July 29, 1875)

By the spring of 1876, petitions were in circulation, asking the D&H to put a regular passenger train on the Gravity Railroad: "Petitions, signed by many citizens, asking the Delaware & Hudson C. Co. to put a passenger train on the gravity road, are in circulation. Give us a train!-- *Honesdale Citizen*." (*Carbondale Advance*, April 29, 1876, p. 3)

On Wednesday, June 28, 1876, another huge excursion of between three and four hundred Scrantonians, accompanied by Diller's Orchestra of Scranton, came to Carbondale for the purpose of taking the Gravity Railroad to Shepherd's Crook and there to picnic. They were joined by 50 or 60 Carbondalers and the entire party traveled to Shepherd's Crook on twelve rail cars that had been fitted up for the occasion by Superintendent Manville. Once at Shepherd's Crook, the picnicked in the woods, listened to speeches, danced, and enjoyed the alpine environment. At 4:30 P.M. they took the Gravity Railroad to Archbald, and there the Scrantonians got the 5:30 P.M. steam train to Scranton. The members of the party from Carbondale took the Gravity Railroad back to Carbondale.

The account of this joyous outing that is given in the *Carbondale Advance* of July 1, 1876, concludes with this amazing statement: "The grand mountainous scenery, the novel mode of transportation, the bracing air and propitious weather, the jolly crowd and exhilarating recreation, all combined to make the trip one of the best and most pleasant in the history of picnic excursions in this section of country."

In July 1876, the D&H announced that there would be excursion trains run on the D&H Gravity between Waymart and Honesdale on the Fourth of July.

Given the great popularity of these excursions to the summit of the Moosic Mountain and to Shepherd's Crook, it is not at all surprising that the D&H established at this time regular

passenger service between Carbondale and Honesdale. In the *Carbondale Leader* of April 7, 1877, we read:

“A passenger train is henceforth to be run over the gravity road between Carbondale and Honesdale. The running of trains commenced on Thursday morning [April 5] of this week. Two trains will be run daily [the *Moosic* and the *Monitor* with tenders]. The first one leaves Carbondale at 8:15 a. m. and the second at 3:15 p. m. Leave Honesdale at 7:30 a. m. and 2:45 p. m. The fare will be eighty cents. [Twenty cents more expensive than by stage coach.] This enterprise renders communication between the two places much more pleasant and quick than it has formerly been, and will be taken advantage of by the travelling public. The trip will be a very pleasant one during the summer. [William Rosser ran the trains from Carbondale to Honesdale and return, and Samuel Penwarden ran the ones from Honesdale to Carbondale and return.] We understand that this was brought about mainly by the influence of Honesdale people. The stage [operated by Ed Wood] will undoubtedly have to be withdrawn in course of time and the mail carried over the gravity road.”



A passenger coach on the D&H Gravity Railroad can be seen in the middle of this cut of cars that are on their way up Plane No. 1 in Carbondale. Photograph by Ludolph Hensel.

The passenger cars on the Gravity Railroad, which weighed 16,000 pounds, traveled at 25-35 miles per hour, with a three-man crew: conductor and two brakemen.

* * * * *

69. On March 8, 2021, James Vannan, became a member of the Delaware and Hudson Facebook group. Here is his first post on that page:

“Thanks for letting me join! / I’m the ggg-granddaughter of James Vannan (1835-1906), engineer of D&H plane one gravity railroad in Carbondale. / His brothers Thomas Binning Vannan and Joseph Binning Vannan served in the volunteer 13th Civil War regiment called the “Wurt’s Guard”, organized and dispatched by the D&H Wurt’s family, brother Forbes Harley Vannan, left the D&H after the civil war and opened a Foundry in Danville. / His sons Thomas Vannan, D&H engineer (unknown route), George Harley Vannan, engineer D&H Canal Company, plane 23 Olyphant, John Vannan D&H machinist and Edward Vannan, (unknown job, possibly a painter, at D&H, killed in train accident.) / His grandson Russell Vannan engineer, unknown train or route.”

Observations by SRP in his notes, but not on the Facebook page:

In the Gritman scrapbook in the archives of the Carbondale Historical Society, there is an unsigned article by Philander S. Joslin, titled “Concerning the Gravity Road”, that was published in the *Carbondale Leader* on Monday, February 17, 1902 (the complete article is given below in Item No. 70).

Here is the second paragraph of that article: “It was suggested to the writer [Mr. Joslin] to give a history of the [Gravity] road and of its personnel. Many sketches have been published from time to time in our own papers, as well as in papers in other towns by tourists who have visited it. Seventy years [of operating time for the Gravity Railroad] is a long period to traverse, where no records are obtainable, and the early actors have passed away. To fulfill this request, an effort was made to obtain the names of the earliest operators along the lines of the road. During our recent semi-centennial celebration [1901], E. Y. Davies, a former resident here, and all his life an employe on the road gave me the names of the earliest engineers. . . In February, 1865, Pierce Butler was made superintendent of motive power on the retiring of Thomas Hurley. From the time of Mr. Butler’s appointment to the abandoning of the road he had kept a diary of every important event under his supervision, such as change of location of engineers and appointments, accidents, etc., from which he kindly permitted us to make such extracts as would help us in maturing this sketch. . .” (Joslin/Davies).

From that astonishing article, known to us as “(Joslin/Davies)”, we have learned a remarkable number of heretofore unpublished “facts” about the Gravity Railroad, including the names of many of the men who worked the Gravity planes and levels and shops. In that article, which we cite in our D&H Volume I, pp. 148-149, we read: “James Vannan became engineer at No. 1 in 1866, and retained the position until 1899 when the road was abandoned.”

In Volume III of our D&H series, on pages 12-28, we list some of the remarkable Scots who, in the nineteenth century, came to Carbondale and the Lackawanna Valley—which was "better for their having come" here. Included in that list is James Vannan (p. 26). Here is that listing:

"JAMES VANNAN, engineer at engine No. 1, was born in Glasgow, Scotland, in 1834, and married Euphemia Harris, of New Jersey. He came to Carbondale in the fall of 1845 and has held his present position since 1860." He retained the position of engineer at engine No. 1 until the road was abandoned in 1899. (1880, p. 452E-F)

On Saturday, December 31, 1859, when the workmen in the Machine Shop of the Delaware and Hudson Canal Company presented their Foreman, James Dickson, with an elegant gold watch, it was James Vannan, senior, who made the presentation. (See SRP, Volume III, pp. 200-201, where he cites the *Carbondale Advance* of January 7, 1860, p. 2, we read:

“Presentation to James Dickson, Esq., Sup’t of the Machine Shop. / The workmen employed in the Machine Shop of the Delaware & Hudson Canal Co., on Saturday evening last, presented their Foreman, Mr. JAMES DICKSON, with an elegant Gold Watch. It was got up expressly for the occasion, with an appropriate inscription engraven upon it. The presentation took place at the shop, immediately after closing work for the day. / Mr. JAMES VANNAN, Sen., made the presentation as follows-- / Mr. DICKSON—At a meeting held by the workmen under your charge, it was unanimously resolved to present you with a testimonial of their esteem for you, as a man, and a superintendent—and they have kindly appointed me to act as their representative. It gives me the greatest pleasure now to present you in their names with a Gold Watch, bearing this inscription on the inner case: / ‘Presented to James Dickson, Esq., by the Workmen under his superintendence, in the Delaware & Hudson Canal Co.’s Machine Shop, as A MARK OF THEIR ESTEEM. Carbondale, Pa., January 1st, 1860.’ / I hope you may long be spared to wear it, and that every time you look at it you may remember that amongst the operatives of the Delaware and Hudson Canal Co. you have many warm friends. I may here observe as proof of the harmony and friendly feeling which exists between us, that there are many of the men which now surround you who have been in the employ of the D. & H. Canal Co., for ten, fifteen and twenty years, the greater part of which time they have been under your superintendence. / We have now come to the close of another year; many of us, as well as yourself, have grown gray in the service.—May the year we are about to enter upon still be marked by the same harmony which has been so conspicuous in past years, and may Mrs. Dickson and you be long spared to enjoy health and happiness, and when your race on earth is run, may you both receive in Heaven a richer reward than anything earth can afford. / To which Mr. Dickson responded as follows: / GENTLEMEN—I was taken by surprise when I was made acquainted with the object of this meeting—but the surprise certainly was a very agreeable one.—When I look at this beautiful time-piece—a gift worthy to be presented to any one who may stand in a more exalted position than I now occupy—it is with much pleasure, for I know, by this, that I have gained your confidence and respect—and with that confidence and our united efforts we shall always be able

to attend strictly to the interests of our employers, and also to perform anything that may be required at our hands by our Chief Engineer, C. P. WURTS, Esq., with satisfaction and dispatch. / And now, Gentlemen, in conclusion allow me to tender you, one and all, my sincere acknowledgements for this mark of your esteem, and rest assured, when I look upon this beautiful time-piece, its associations will awaken in me feelings of kindly remembrances, whereby those who now surround me will not be forgotten. / The workmen now gave three cheers for their Foreman, after which they adjourned, to meet at the House of Mr. Gorman, at the invitation of Mr. Dickson.—Here an oyster supper was served up, after which appropriate sentiments were given and responded to by the different workmen. / The party broke up early, and all went home well satisfied with the proceedings of the evening. / [In this connection it is proper to state that the valuable watch presented on this occasion, and the one presented to Mr. Traphagan on a previous occasion, were both obtained and furnished by Mr. W. BURR, of this city. His excellent judgment of articles in his line is well attested in these as in other cases.]” (*Carbondale Advance*, January 7, 1860, p.2)]

Here is the obituary of James Vannan that Jeanette Vannan posted on Facebook:

James Vannan married Euphemia Harris.

Their children:

1. George H. Vannan
2. John Vannan
3. Thomas Vannan
4. Mary Vannan
5. Mrs. Howard O. Knapp

James Vannan had two brothers:
Joseph B. Vannan and F. H. Vannan

Jeanette Vannan says that James had another brother "Forbes Harley Vannan, left the D&H after the civil war and opened a Foundry in Danville." No mention of Forbes in the obituary of James given here.

JAMES VANNAN DEAD.

An Unexpected Death That Will Cause Widespread Regret.

James Vannan, one of the city's most highly esteemed residents, and for fifty years one of the most efficient employes of the Delaware and Hudson company, died unexpectedly on Saturday afternoon at about 4:30 o'clock. His death will be very keenly regretted by a wide circle of friends. Mr. Vannan had been in poor health for the past two years, but had been able to be about. Saturday, however, he suffered a stroke of paralysis and died shortly after.

The deceased was a native of Scotland and was seventy-one years of age. He came to this city fifty-eight years ago and had resided here since. For over fifty years he was in the employ of the Delaware and Hudson company and for forty years of that time was engineer of the No. 1 headhouse of the old Gravity road. When the Gravity was turned into a steam road Mr. Vannan retired. He was a member of one of Carbondale's most highly esteemed families and was a man of admirable qualities. He was among the most widely known employes of the Delaware and Hudson company, and to his many friends his death is looked upon as a keen personal loss. For many years he had been an attendant at the services at the First Presbyterian church.

Mr. Vannan is survived by his wife, to whom he was wedded fifty-two years ago; three sons, George H. Vannan of this city, John Vannan of Scranton and Thomas Vannan of this city; two daughters, Miss Mary Vannan and Mrs. Howard O. Knapp, both of this city, and two brothers, Joseph B. Vannan of this city and F. H. Vannan of Danville, this state. The funeral will be held tomorrow, Tuesday, afternoon. Services will be conducted at the house, 33 Canaan street, at 2 o'clock by the Rev. Charles Lee, pastor of the First Presbyterian church, after which interment will be made in Maplewood cemetery.

Jeanette Vannan: "His [James Vannan] brothers Thomas Binning Vannan and Joseph Binning Vannan served in the volunteer 13th Civil War regiment called the "Wurt's Guard", organized and dispatched by the D&H Wurt's family."

According to the obituary given above, James B. Vannan was a brother to James, and Thomas was a son (not a brother) of James.

Our records (see SRP D&H Volume III, pp. 255-269) on the Wurts Guards (Company C, 13th Reg. Pennsylvania Militia, Organized September 15, 1862) show that Joseph B. Vannan and Thomas B. Bannon were privates in the Carbondale Wurts Guards; from Jeanette Vannan, we learn that they both had the name “Binning” as a middle name.

Jeanette Vannan: “His [James] sons Thomas Vannan, D&H engineer (unknown route), George Harley Vannan, engineer D&H Canal Company, plane 23 Olyphant, John Vannan D&H machinist and Edward Vannan, (unknown job, possibly a painter, at D&H, killed in train accident.)”

Yes, George Harley Vannan served as an engineer at the head of Plane No. 23 in Olyphant. See SRP, D&H Volume III, pp. 324-329: “No. 23, Olyphant, Samuel Holland, George H. Vannan and Henry Siebold were successively engineers.” (*Joslin/Davies*) George Harley Vannan, says Jeanette Vannan, was the son of Forbes Harley Vannan (of whom there is no mention in the obituary of James Vannan). George H. Vannan, says Jeanette Vannan, was a native of Carbondale and a “plane engineer” for the D&H beginning in 1874; on March 27, 1880, he took charge of the engine on Plane No. 23.

Three other members of the Vannan family are mentioned by Jeanette Vannan: “John Vannan D&H machinist and Edward Vannan, (unknown job, possibly a painter, at D&H, killed in train accident.) / His grandson Russell Vannan engineer, unknown train or route.” Nothing on those three Vannans in SRP’s 24 D&H volumes.

Genealogical and historical research on the Vannan family, a prominent Carbondale family in the nineteenth century that played an important role in the history of the D&H: Much work remains to be done by members of the Vannan family to clarify/correct the basic genealogical data on the Vannan family line reported by Jeanette Vannan. In addition, were members of the Vannan family to read Volume III in SRP’s 24-volume history of the D&H, they would learn interesting facts about members of the Vannan family that appear to be unknown to Jeanette Vannan (and possibly to any member of the Vannan family).

70. The amazing Philander Simmons Joslin (obituary from *Carbondale Leader* via Joe Klaptach), March 10, 2012:

P. S. Joslin: printer, editor, postmaster, glass factory worker, cooper, clerk in the store of William Arnold & Son in Carbondale; Justice of the Peace / Alderman / Associate Justice of Mayor's Court; bookkeeper for Poor and Mills store; job printer for *Carbondale Leader*.

TUESDAY—CARBONDALE LEADER—JANUARY 18,

P. S. JOSLIN, VETERAN EDITOR, DIED EARLY THIS MORNING

**Was Nearly Ninety-three Years of Age, Most of Which
He Had Lived in This City—Had Been Printer Editor,
Postmaster and an Officer of Berean Baptist
Church Since 1859.**

Column 1

Column 3

Philander Simmons Joslin, veteran printer and journalist, justice of the peace, postmaster at one time, and resident of this city since 1835, died very suddenly at 3 o'clock this morning, following an illness of three days' duration, at the age of ninety-two years and nine months.

Upon retiring Friday evening last he complained of serious pains in the region of his heart which he attributed to indigestion. A physician was called but yesterday his condition grew rapidly worse and it was believed he would not recover. His death came, but peacefully, during sleep.

He was born April 24, 1817, at Rome, N. Y., coming here with his parents in 1835. He gave up active work in 1900 and retired to his home, No. 86 Wyoming street, where he has resided for over sixty years. He is survived by three daughters, Lucy, Mrs. Margaret Hall of this city and Mrs. I. W. Allen of Buffalo, N. Y., and two sons, Charles of this city, and George D. Joslin of Wilkes-Barre. The funeral arrangements will be announced later.

Sketch of Mr. Joslin's Life.

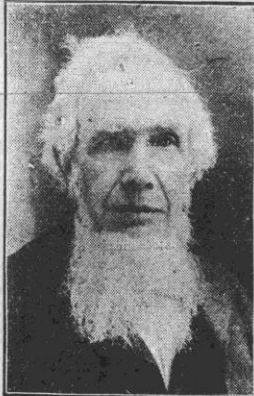
Philander Simmons Joslin was born in Rome, Oneida county, N. Y., April 24, 1817, on a farm in Verona township. The Joslin family originated in England and is noble in its ancestry.

equally as hard to comprehend. He also took up the study of chemistry, which he thoroughly mastered theoretically. A little later Mr. Joslin returned to Dundaff where he took up the trade of a cooper. A large cooperage being then located at Dundaff furnished him employment and there he made butter firkins, pork and cider barrels.

At the time of his death he was in possession of a leather-covered trunk made by Angus Cameron and paid for by Mr. Joslin's making him a pork barrel. In 1835 he wrote an application for a position on a Berwick paper, but on account of the deep snow at that period it was several weeks before he received an answer, giving him the employment. He started to walk the sixty miles to Berwick, but had walked but little of the distance before he was picked up by a team which carried him within five miles of Wilkes-Barre. He walked the remaining distance into Wilkes-Barre where he remained all night. The following morning he obtained further aid by being carried by a team within ten miles of his destination where he arrived safely that same day.

He entered into the employ of the Berwick Gazette and later became its manager, when the concern changed hands. While engaged in newspaper work in Berwick he was married on Nov. 16, 1837, to Miss Lucy Steiner. In 1839 he removed to Hollidaysburg, Pa., where he established a weekly paper, but in 1841 he returned again to Berwick. Upon his return to Berwick he took up a course of study in a school at Salem, near Berwick. It was at the request of his friend, the late James Stott, that he returned to this city in 1842. Upon his arrival here he started the Carbondale Gazette. It was in the year 1843, one year after the founding of the paper, that C. E. Lathrop, then sixteen years of age, began an apprenticeship with him. In that same year also Frank P. Woodward entered his employ as an apprentice. In 1844 Woodward was taken into the firm as a partner. Woodward was an ardent Whig and Mr. Joslin a Democrat. In the stirring political ferment of 1844, each partner upheld the platform of their parties in the same newspaper. Woodward editing one page of the paper and standing firmly for the Whig party, while Mr. Joslin, his page just as staunchly advocated the policies of the Democrats. In 1848, Mr. Joslin sold his interest in the paper to Woodward who continued to run it until it was merged with what is now the Carbondale Advance. He then formed a partnership with the late S. S. Bene-

P. S. JOSLIN
The Grand Old Man of
Carbondale.



Born, April 24, 1817
Died, Jan. 18, 1910

Column 2

Column 4

1831: Joslin family moved to Dundaff from Rome (Oneida County), NY
P. S. Joslin (born April 24, 1817, died January 18, 1910):
1832-1837: worked, both in Dandaff and in Carbondale for Amzi Wilson / *Northeastern Pennsylvanian*
1835: worked for *Berwick Gazette*; later became the manager of the paper
1839: moved to Hollidaysburg, where he established a weekly newspaper
1842: established the *Carbondale Gazette* newspaper; sold his interest in the paper in 1848
1848: Joslin and S. S. Benedict publish the *Carbondale Democrat*
1898: job printer for the *Carbondale Leader* (wrote a series of articles entitled "Remembrances of Early Days of Carbondale")

Born, April 24, 1817
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Mr. Joslin's grandfather settled in that part of New York state early in the eighteenth century. The early years of his life were spent in and around Rome where, at the age of seven years, his first recollections were of the charcoal pits at the salt mines in that section. At the age of nine years he entered a glass factory where he worked for six years, or until he was fifteen years of age. He had but meager schooling. Early in the year 1831, the Joslin family moved to Dundaff. He was very much attracted by the sign over the door of the "Northeastern Pennsylvanian," a paper then being published there by Amzi Wilson and thought of entering Wilson's employ, but he was prevailed upon to enter a glass factory then in operation there.

In 1832, not being able longer to resist his inclinations he went to work for Amzi Wilson and was apprenticed to work for him for five years. The year 1835 saw the removal of the *Northeastern Pennsylvanian* to Carbondale and he came to this city, where he was to reside for the greater portion of his life. In those days he made the acquaintance of the late James Stott, Jediah Bowen and John P. Davis. These young men were clerks in mercantile establishments and all were studiously inclined. They would frequently meet at the various stores after working hours and recite the lessons learned during the week. Mr. Joslin's strong point was natural philosophy, while Stott, Bowen and Davis studied subjects

IF YOU HAVE ECZEMA.

If you have eczema would you like to get prompt relief and be permanently cured by a clean liquid preparation for external use? Mr. Frank E. Dennis, the chemist, has this remedy in stock. He knows the ingredients and knows of its wonderful curative and healing properties. ZEMO has cured a great many chronic cases of eczema and other forms of skin and scalp disease. Mr. Dennis will give you a booklet on skin diseases and explain to you how you can be cured in your own home by this clean, simple remedy. ZEMO is pleasant to use and can be used freely on infants. It cures by drawing all germ life and poisons to the surface of the skin and destroying them, leaving the skin clean and healthy.

dict and published a paper called the *Carbondale Democrat*. This partnership was later dissolved because of Mr. Joslin's strong feeling against James Buchanan whose attitude in the Missouri compromise Mr. Joslin strongly disapproved of. In 1848 he was sent as a delegate to the Free Soil convention at Reading which nominated Martin Van Buren for president. Shortly after his return his wife died. Her death occurred on Christmas Day, 1848. He later married Mrs. Caroline Whitman, a sister of his first wife. In 1848 he entered the store of William Arnold & son as a clerk and in 1849 was elected justice of the peace. In the year 1850 Carbondale became, by the act of assembly, a city, all justices of the peace were made aldermen, and by the same act were made associate judges of the mayor's court. During the last year of his term as alderman, he officiated as deputy clerk of the mayor's court. Following his term as alderman he entered the store of Poor & Mills as bookkeeper, and worked in that capacity from 1854 until 1869.

He was appointed postmaster of Carbondale in that year. He held the postmastership throughout the Grant administrations and the one term of President Hayes. In 1882, following his term as postmaster he established a job printing office and followed the trade of his boyhood days. Retiring from the business in 1898. He then entered the employ of The Leader job printing department. During his employment there he contributed to The Leader a series of valuable articles entitled "Remembrances of early Days of Carbondale." The death of his second wife, Caroline, occurred Aug. 5, 1903. On account of failing health, he retired from active work a few years later. In early life he was a member of the First Presbyterian church, joining that congregation in 1843. In 1859 after much study and thought he became a member of the Berean Baptist church of which church he has been trustee for a number of years and chief clerk since 1861. He has been a deacon since 1863. Mr. Joslin was one of the oldest members of the local lodge of Odd Fellows, becoming a member of that order in 1846.

If you lose anything try a Leader special.

Philander S. Joslin/E. Y. Davies article, "Concerning the Gravity Road," in the *Carbondale Leader*, Monday, February 17, 1902 (article pasted into one of the Gritman scrapbooks):

Introduction to the Joslin/Davies article by the *Carbondale Leader*:

"It is this long neglected and most worthy historical feature of the Gravity road that Mr. Joslin has undertaken to supply in the following article."

Joslin: "During our recent semi-centennial celebration, E. Y. Davies, a former resident here, and all of his life an employee on the road gave me the name of the earliest engineers."

MONDAY, ... FEBRUARY 17, 1902

CONCERNING THE GRAVITY ROAD.

[No history of Carbondale can be written without embodying that of the old picturesque gravity road which was for years the delight of every tourist through this section. In its abandonment Carbondale sustained a loss that will be keenly felt while the present generation lives and the country lost a method of transportation that was unique and attractive. Much has been written in a general way of the building and operation of the road—yet little has been said of that faithful force of employees who managed it so successfully for many years. It is this long neglected and most worthy historical feature of the Gravity road that Mr. Joslin has undertaken to supply in the following article.]

On the first of January, 1899, the Delaware & Hudson canal company abandoned the famous gravity road as a means of transportation of coal between Carbondale and Honesdale. This road was completed in 1829, and the first coal passed over it in that year, so that it had been in use about seventy years. The dismantling of the

road of its engines and equipments began immediately, but its completion was not accomplished until about the first of January, 1900. It is now only a thing of memory.

It was suggested to the writer to give a history of the road and of its personnel. Many sketches have been published from time to time in our own papers, as well as in papers in other towns by tourists who have visited it. Seventy years is a long period to traverse, where no records are obtainable, and the early actors have passed away. To fulfill the request, an effort was made to obtain the names of its earliest operators along the lines of the road. During our recent semi-centennial celebration, E. Y. Davies, a former resident here, and all his life an employee on the road gave me the names of the earliest engineers.

The Gravity road was completed in 1829, having eight inclined planes, five on the west side and three on the east side of the mountain, overcoming an elevation of about 900 feet. At the head of each plane on this side of the mountain were powerful high pressure engines, with fly-wheels of ten or twelve feet diameter. The planes were at first supplied with chains to pull the loaded cars to the head. These were so liable to break, that a blacksmith was located on each plane to mend them. These breakages became so onerous that soon ropes were substituted.

The ropes were made only long enough to wind around a drum a few times, with a loop at each end, one reaching to the foot of the plane. Four loaded cars were attached at the bottom of the plane, and four empty ones at the head, so as many empty cars were returned as loaded ones taken

away. On the east side of the mountain the loaded cars in descending the plane brought up a like number of empty ones. A large brake was used by the headman to regulate its velocity.

Hans Johnson the father of William Johnson, was the first rope rigger. The ropes came here untarred.

A walk was run from the bridge over Racketbrook to near where the Mitchell hose house now stands, over which the rope was stretched and tarred. After Mr. Johnson's death Robert McFarlane was appointed.

It was said Mr. McFarlane was not a practical rope rigger, but was ably aided by Patrick Garvey who was Mr. Johnson's foreman. He did not retain the position long, and was succeeded by Evander McLeod, who shortly afterward gave place to Hugh W. Powderly in 1864, and who held the position until the road was cleaned up in 1900, thirty-six years. From the summit to Waymart, about two miles, there is a descent of about 500 feet, accomplished by three inclined planes. Between Waymart and Honesdale, a distance of about ten miles, the cars descended by gravity.

James H. McAlpine was the first master mechanic, having charge of the shops at the foot of No. 1 plane. When he left the company's employ James Dickson was appointed. He held the position until age and physical ability warned him to resign. Thomas Hurley was his assistant, and had charge of the engines between Waymart and Scranton when that road was built.

Rollin Manville, father of the present superintendent, entered the service of the D. & H. company as assistant superintendent of the Gravity road between Waymart and Honesdale in 1856.

Under his instrumentality many improvements were made at Honesdale and other places. In 1864 he was made general superintendent of the Pennsylvania division of the road, which position he held until his death in 1891. His son, C. R. Manville, who had been his father's assistant from 1885, became his successor.

The first superintendent of motive power on the gravity road was James Goodfellow. William Ball was the first engineer at the head of No. 1 plane: Mr. Goodfellow resigned his position after a few months, and Mr. Ball was made superintendent of motive power, which position he held until his death in 1859. Whitman Brown succeeded Mr. Ball as engineer at No. 1, who after a few years was transferred to Honesdale. John B. Smith next became engineer. When the road from Port Griffith to Hawley was built Mr. Archbald was made general superintendent. He selected from the D. & H. employees such men as he thought would be the best fitted for important positions on that road, and among them was John B. Smith. His upward grade from engineer, superintendent to president of the company, eminently testified to the foresight of Mr. Archbald in his selections.

Note by SRP: The importance of this article by Joslin/Davies in the history of the D&H Gravity Railroad can not be overstated. It is the only document in existence in which are recorded much of the data included therein (all of which are now recorded in SRP's 24 D&H volumes). If Joslin hadn't gathered the data, from E. Y. Davies at the time of the Carbondale Centennial celebrations in 1901, and then written the article, these data would not be a part of the historical record. At the same time, we must acknowledge the important role played by Philo and Jane Gritman in this "history recording process," for it was they who clipped this article from the *Carbondale Leader* and pasted it into one of their scrapbooks (now in the collection of the Carbondale Historical Society), where it was discovered by S. R. Powell (who might not have spotted the article in the February 17, 1902 edition of the *Carbondale Leader*).

Gaudeamus igitur.

Thomas Shearer, who was for a long time fireman at No. 1, succeeded Mr. Smith, then followed Ulysses Campbell. James Vannan became engineer at No. 1 in 1866, and retained the position until the road was abandoned in 1899.

At No. 2, the engineers were in the following order: Thomas Pillow, James Johnson, brother of Mrs. Davis on River street, Patrick Archbald, Perry R. Farrer and James Campbell, who had been in service there from 1853 to 1897, when he resigned and John Bate was appointed in his place.

No. 3 was manned first by Benjamin Franklin, followed in order by Edward Davis, John C. Davis, E. Y. Davis, Antoine Delafontaine. E. Y. Davis was transferred to No. 28. P. J. Foster succeeded Delafontaine, transferred from No. 7. E. Y. Davis said there were two engineers of the name of John C. Davis, and for that reason his father omitted the C. in his name, yet in the records one not knowing where they were stationed can not tell which one was meant in speaking of them.

No. 4, John C. Davis came from New York with others of the first engineers to put up the engines, and was given the position as engineer, followed by Peter Campbell; Patrick Archbald, Charles Ball, who was killed June 7, 1845, while working about the engine, and Patrick Grattan, who on the new road was transferred to No. 5.

No. 5, whether in the order here given, were Ned Farrell, John C. Davis, J. B. Smith, Orlando Foster, William Miller, Adam Hunter, who died after running the engine from 1876 to 1887, Samuel T. Chubb. Some accounts give John C. Davis as the first engineer at No. 5, and that was the engine he helped to erect.

In February, 1865, Pierce Butler was made superintendent of motive power on the retiring of Thomas Hurley. From the time of Mr. Butler's appointment to the abandoning of the road he had kept a diary of every important event under his supervision, such as change of location of engines and appointments, accidents, etc., from which he kindly permitted us to make such extracts as would help us in maturing this sketch.

In this year the new road was completed, whereby the empty cars from Honesdale were run on a separate track, by gravity, and the distance for loaded cars where five planes reached the summit, were then changed, so that eight planes were now used. The empty cars were now run to the company's mines down the valley to Peckville or Olyphant. This necessitated the building of several new planes between those mines and Carbondale.

At the new plane No. 6 John Foster was engineer from 1865 to the close of the road.

P. J. Foster was engineer at new No. 7. On October 30, 1865, two boilers exploded, nearly destroying the building. Hugh Fitzsimmons, the fireman, was badly hurt, but was able to be out again in a few days. In 1882 Mr. Foster was transferred to No. 3 and W. H. Nail placed at No. 7.

No. 8, Farview, was named by Orlando Foster, who was one of the first engineers on the road. After his death his son George was given the place.

No. 18, Light track between Farview and Waymart, Samuel Tillsley was engineer from 1865 to 1877, and C. O. Ellis from that time on.

No. 19, Light track, Alexander McMillan, engineer.

No. 20, F. H. Weed, engineer. Jan. 14, 1887, boilers blew up at 11 a. m. Engineer Weed was so badly hurt and scalded that he died the next day. Fireman Perry Parsons was badly hurt, but not dangerously. S. N. Bailey succeeded as engineer.

No. 21, Archbald, William Muir engineer. December 24, engine and boiler house burned down at 1 a. m.

Started running cars morning of December 26, Mr. Muir having been appointed assistant master mechanic. Charles Bonner was made engineer.

No. 22, near Peckville, George W. Thomas engineer.

No. 23, Olyphant. Samuel Holland, George H. Vannan and Henry Seibold were successively engineers.

No. 24, near Peckville locomotive tracks, Charles Taylor. After his resignation Charles Bronson, transferred from No. 21.

No. 25, near Archbald locomotive tracks, Winsor Foster.

No. 26, near Archbald, Dennis Blake, followed in order by George Whittaker, Perry Parsons, Halsey Lathrop, and Clarence Samson.

No. 27, near Archbald, William Young and John W. Samson.

No. 28, Thomas Davis. After his decease E. Y. Davis, transferred from No. 3, followed by John McCawley and Walter Wills. Morning of Jan. 5, 1891, engine and boiler house burned. Put in new engines and made necessary repairs and hauled first trip Wednesday afternoon.

For a road with so many planes, and in operation seventy years, very few accidents occurred on it, endangering the lives of employees or passengers. One of the earliest in the memory of the writer, which resulted in a miraculous escape, was of an old man who lived up the line towards the summit. He had to be helped on and off the cars, when riding. At the foot of No. 1 plane the men fixed a seat for him on the top of a load of coal. When part way up the plane, something broke and the cars came swiftly to the foot, smashing the three lower cars to pieces, and scattered the coal all over the foot; but the car next the hook on which the old man sat was not even shaken by the crush.

Between the head of No. 2 and foot of No. 3 was a long space where cars were drawn by horses. Part of this track was a trestle about twenty feet above the road below. A driver boy who lived only a few rods from the road, used a board for a seat to sit on, which was very light, instead of a heavy one his parents had provided for him. As the cars came opposite his home, his mother stood in the door looking at him, when his seat broke, throwing him under the loaded cars, which killed him instantly.

One of the well known figures on the gravity, while horses were used, was Elias Thomas. The company had a

stable between Nos. 2 and 3, where the horses used on the several levels were kept. Mr. Ball used to say that Thomas was as good as a barometer. As he passed over the line he would say to Thomas, "What kind of weather are we going to have?" His answer would be, "Fair, the salt is dry" or "rain, the salt is moist." Salt was supplied him by the barrel, for the use of the horses, and if it was dry even though a storm had not cleared up, the salt would indicate a clearing up by its being dry and while it was still fair an approaching storm was indicated by the moisture of the salt.

It is proper to name the successor of James Dickson, as master mechanic. Andrew Wyllie became his successor, but as the company's business and requirements increased, it became necessary to divide up their operations, so Mr. Wyllie retained only the blacksmithing department, which he held until his resignation a few months ago. Now there is the locomotive repair shop, the car repair shop, the carbuilding shop, the passenger car shop, the

paint shop, which are under as many different foremen.

With railroad corporations the track foreman is an important incumbent, for upon him depends the keeping the line of the road in good order. He has to keep a watchful eye over the whole of his section, to see that none of the track is out, or otherwise settled or out of order. In this connection it would not do to leave out the name of captain Smith. I do not think he was known by any other name in Carbondale, outside of the company's book. He commenced as a contractor on the Delaware & Hudson canal, following it up with a contract in the construction of the gravity road, and when completed he was retained as track foreman, which position he held as long as his health and old age would permit.

71. Falls at the outlet of Keen's Pond, March 25, 2021; photos by S. R. Powell, posted on Facebook (80 "likes" in 24 hours)

"The Falls at the outlet of Keen's Pond, one of many feeder ponds in Wayne County used by the D&H not only to power the waterwheels on Planes Nos. 14, 15, 16, and 17 on the Gravity Railroad but also to power the locks on the Lackawaxen section of the D&H Canal. Photo taken today, March 25, 2021."



"The Falls at the Outlet of Keen's Pond"; photo by S. R. Powell, March 15, 2021

Joe Mesiti: Those old timers new their stuff.... Magnificent engineering!
Daniel Hulitt: Nice shutter speed.



“The Falls at the Outlet of Keen's Pond”; photo by S. R. Powell, March 15, 2021

72. On April 2, 2021, Bill Kozel posted in the Delaware and Hudson Facebook group page, the photograph shown below with this caption: “1949 #156 in Carbondale”



73. Posted by Jason Post, on April 4, 2021, on the Delaware and Hudson Facebook page: “Train units, WW II”:

“During WW2, the US Army establish several railway units to operate trains that would move the men and equipment for the Army’s Transportation Corps (originally under the Engineer Corps). The established units would include 10 Grand Railway Divisions, 40 Railway Operating Battalions, and 11 Railway Shop Battalions. Each unit was sponsored by a railroad company and were filled with men who had experience working with trains. The men didn’t necessarily have any association with the sponsoring company, but would ‘work’ for them during their stateside training.

“The 764th Railway Shop Battalion was activated in 1943 and sponsored by the Delaware and Hudson, Central Vermont and the Boston and Maine RR. The 764th would arrive in France late September 1944. They were awarded one campaign star for participation in the Northern France campaign. Eventually, they returned from Europe in late 1945 and were inactivated before being reactivated for Korea.

“Information on these types of units is usually pretty hard to come by. I’m curious if anyone knows what type of work and where the men of the 764th might have worked at for the D&H.”

No additional information, regrettably, was forthcoming from Facebook readers.

74. "Marvine Breaker, Throop, PA." Photo posted on Facebook on April 6, 2021 by Walter Kierzkowski, Jermyn, PA.

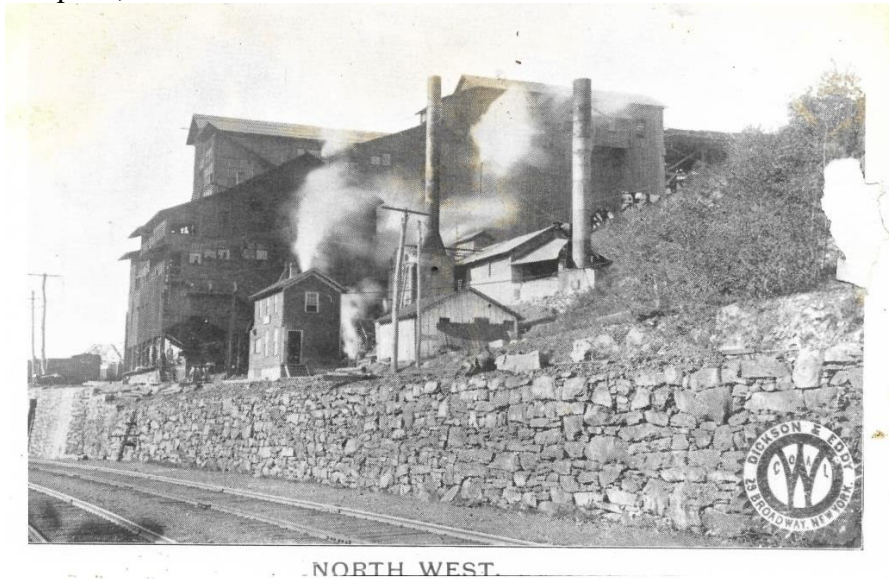


75. Notes on wire rope and its use on the D&H Gravity Railroad:

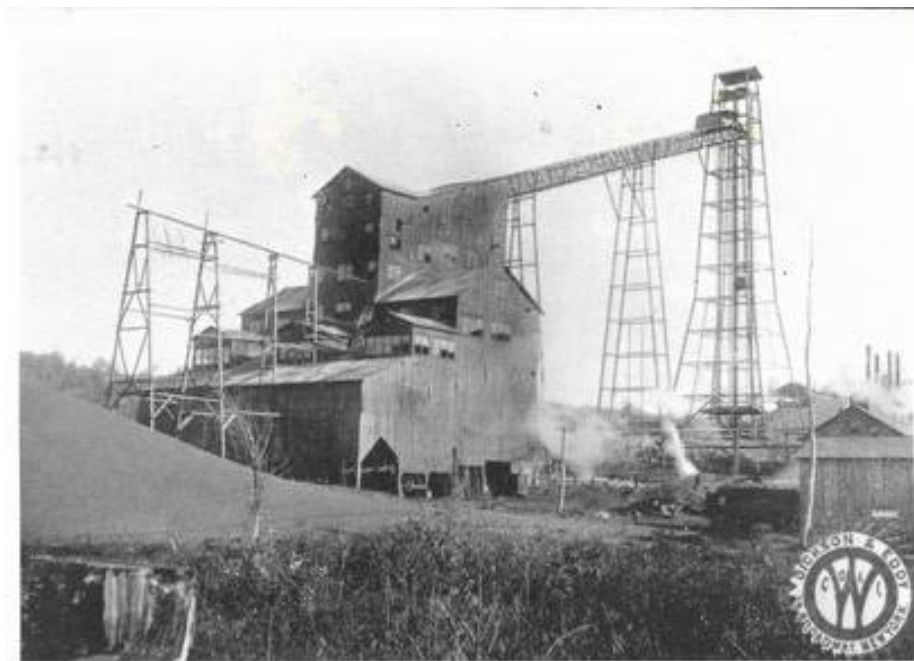
- the wire rope used on the D&H was 1 ¼ inches in diameter.
- J.A. Roebling began making wire rope in 1841.
- The D&H, says *Lowenthal*, first bought wire rope from Roebling in 1844. Many D&H histories incorrectly say that wire rope was first used on the D&H in 1858.
- Initially, Roebling's wire rope was made of iron; later, it was made of low-carbon steel (*Ruth*, p. 46)
- the Roebling factory in Trenton was opened in 1848
- the Hazard Wire Rope Company in Wilkes-Barre provided (in 1898) wire rope for the D&H

76. Northwest Breaker, Facebook post, April; 14, 2021 by Walter Kierzkowski, Ontario & Western Railway Historical Society, Inc.

Walter Kierzkowski: "This is the original NYO&W North West Breaker and Elk Creek mine branch above Simpson, Pa."



Walter Kierzkowski Ontario & Western Railway Historical Society, Inc.: "This is NYO&W Richmond #4 located at end of Elk Creek Branch, later known as Elk Creek Breaker, off the North West Breaker Branch"



Shown below are two photographs of the wooden trestle at Northwest Junction on the NYO&W; both photos, courtesy of Walter Kierzkowski on April 15, 2021, on Facebook:



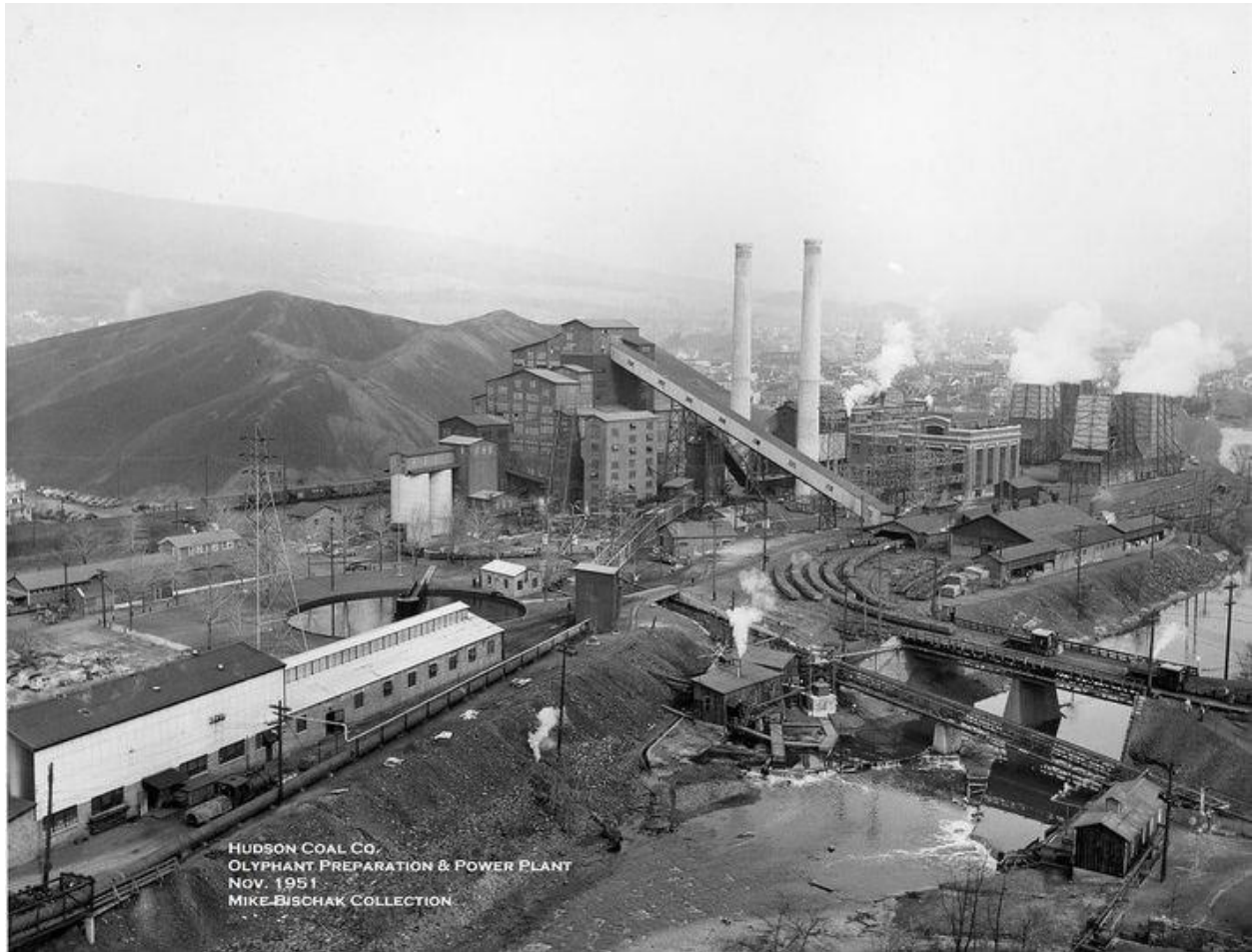
77. Photo of the Carbondale Mine Fire, courtesy of Walter Kierzkowski, on April 16, 2021 on Facebook.



“Carbondale mine fire near NYO&W ROW that is the D&H at the top of photo; water being poured on coal bed to douse the fire.”

78. Olyphant Colliery, posted by Walter Kierzkowski on Facebook on April 16, 2021; photo in the Mike Bischak collection

“Olyphant Colliery This is 1951. NYO&W is behind the culm pile. D&H is in the complex”



“Hudson Coal Co. / Olyphant Preparation & Power Plant / Nov. 1951 / Mike Bischak Collection”

79. Delaware and Hudson Duffy's Field, photos from Walter Kierzkowski, via Facebook, on April 17, 2021:

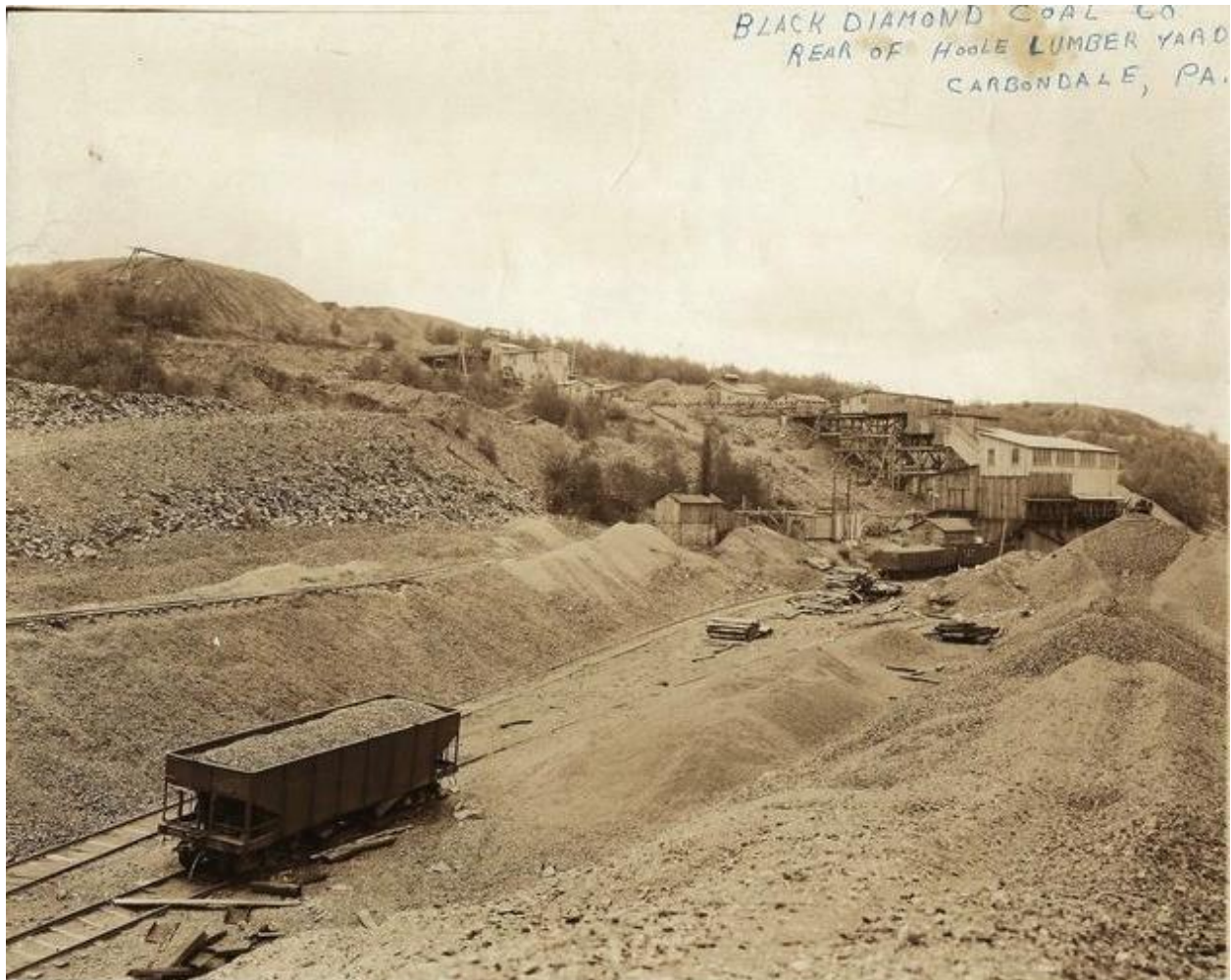


“Delaware and Hudson Duffy's Field, near Mayfield O&W Yard. This is a close up of the hopper loading units by the Dodge coal storage plants. This is on the D&H; can load cars on three tracks.”



“Delaware and Hudson Duffy's Field, near Mayfield O&W Yard”

80. Black Diamond Coal Company; posted on Facebook on April 17, 2021 by Walter Kierzkowski



Written on top right front of photo: "BLACK DIAMOND COAL CO / REAR OF HOOLE LUMBER YARD / CARBONDALE, PA."

Note by S. Robert Powell: This is the only known photograph of the Black Diamond Coal Company, Carbondale.

81. Another Belden Hill photo (D&H line from Binghamton to Albany; formerly the Albany and Susquehanna Railroad), this one posted on April 18, 2021, by Tim Traver on the Delaware and Hudson Facebook group page:



“The Belden Hill Tunnel, date unknown. Note the curved top wooden doors on both sides of the locomotive, they kept the ice and deer out of the tunnel. The tunnel’s excavation began from both ends in 1864, and four years later on December 31, 1868 the last rail was laid to join the north and south tracks. It was originally 2,239 feet long and was mostly lined with timber except for approximately 400 feet combined on both ends that was lined with brick. On January 14, 1869 the Albany & Susquehanna Railroad opened service for its entire length from Albany to Binghamton. Less than a year later, on August 10, 1869 the Battle of Belden Hill took place. But that is another story.”

82. Wilkes-Barre D&H roundhouse and turntable; two photos by A. W. Kovacs, posted on Facebook by Frank Florianz, Jr. on April 20, 2021:

“The D&H Wilkes-Barre roundhouse and turntable were at the north end of the terminal, backing on Scott Street. - 1965 [photo at top of page] & November 14, 1968 [photo at bottom of page] - A. W. Kovacs photos”



83. Dr. Julia S. Hunter accident on the D&H Valley Road (see SRP Volume X, *The Delaware and Hudson Steam Line from Carbondale to Scranton*, pp. 193-194):

From <gshunter2000@aol.com>, Wed, Apr 21, 2021, 11:59 AM, Dr. Julia S. Hunter (1851-1886)

“Just a note to add to your site.

My Great Grandmother, Dr. Julia S. Hunter (nee Briggs) (1851-1886) was a licensed physician who graduated from the United States Medical College in New York City on March, 8, 1882. She began her practice in Carbondale, Pa. on North Main Street shortly after July of that same year. She was the wife of Dr. George Rexford Hunter (1843-1927) of Clifford, Pa., the son of Robert L. Hunter and Cynthia Jane (Wells). They were married sometime in 1870 shortly after Mr. Hunter returned home from the Civil War. Julia was killed in an accident with a Delaware & Hudson train near the Erie Breaker around 11:00 AM, Friday, January 29, 1886.

Just thought you may be interested! If you guys have any other information about her or her practice please let me know, I would be most interested!
Sincerely,

Geoff Hunter”

April 22, 2021, 10:13 A.M.

Geoff:

Thanks for the note about your great grandmother, Dr. Julia S. Hunter.

The account of the accident in which she was killed that was published in the *Carbondale Leader* is included in Volume X (*The Delaware and Hudson Steam Line from Carbondale to Scranton*) in my series on the D&H.

I am not able to read the account of the accident that was published in the *Scranton Republican* that you sent (blurred, very fuzzy) but I wouldn't be surprised to learn that the details of the accident that are reported in the *Scranton Republican* article are the same details that are reported in the *Carbondale Leader* article.

If you or anyone in the Hunter family are ever in Carbondale, I could show you the exact site where this horrible accident took place.

Sincerely,

S. Robert Powell
Carbondale Historical Society

10:29 AM

gshunter2000@aol.com
to me

Mr. Powell,

This is the best copy I can give you.....My brother and I live pretty far away, me in Texas and him in Ohio. We would love to see it some day. My brother may be going to New York this summer, I'm sure he would be most interested. Do you know anything about the inquiry of the accident? You seem to have a strong interest in the D & H Railroad.....

Let me know if this copy is better. I may have also a copy of the obit you mentioned (I have several), I'll have to check my records. This one is by far more informational than any of the others I've seen. FYI, she is buried in the Willow View Cemetery in Clifford.

Geoff Hunter

[copy of the accident report/article from the *Scranton Republican*, given below]

SCRANTON REPUBLICAN, SATURDAY MORNING

A DISTRESSING ACCIDENT.

A BUGGY STRUCK BY A D. & H. LOCOMOTIVE

Dr. Julia S. Hunter, of Carbondale, Killed, and Mrs. Serepta Stanton Seriously Injured—Miss Stella Stanton Escapes with a Few Bruises.

A most distressing accident, which resulted in the death of Mrs. Dr. Julia S. Hunter, of Carbondale, took place yesterday morning at the railway crossing near the Erie breakers, one mile above Jermy and two miles this side of Carbondale. Mrs. C. Wesley Stanton and her daughter Stella, an attractive young lady of about seventeen summers, had driven to Carbondale in the morning and were returning home, bringing with them Mrs. Dr. Hunter, with whom they were on very intimate terms. Near the Erie breaker, the wagon road leading to Jermy from Carbondale crosses the Delaware and Hudson Canal Company's track diagonally. Owing to a culm dump on one side and a large ash pile on the other, a person passing along the road in a wagon, cannot see either up or down the track until within a few yards of it. The ladies were seated in a light-top buggy and the horse was travelling at a good pace. Perhaps it was the rattle of the buggy wheels over the stones that prevented Miss Stella Stanton who was driving, from hearing the whistle and bell of the approaching Delaware and Hudson Canal Company's passenger train, which reaches this city at 12:30 o'clock and the scene of the accident shortly before noon. When the horse passed out from between the culm dump and the ash pile, the top of the buggy prevented the young lady from seeing either up or down the track. The first intimation she had of the approach of the train was a deafening roar. An instant later the locomotive crashed into the horse and front part of the buggy. The horse was

MANGLED UNDER THE WHEELS and killed while the buggy was torn to pieces, hurling the ladies to the ground with terrific force. Mrs. Hunter, it is supposed, fell against the front of the engine, the force of the blow she received crushing in her skull. Few other marks were found upon her body. She struck the earth beside the engine, hence the wheels did not pass over her. Mrs. Stanton fell against the side of the engine and sustained severe bruises about the head. When she struck the ground she was unconscious. Miss Stanton almost miraculously escaped with a few bruises about the head and body.

As soon as Engineer D. C. Benscoter could bring the train to a stop, Conductor Skeels, followed by several of the train hands and a number of passengers, hurried back to the scene of the accident.

A MOST DISTRESSING SIGHT.

met their gaze. Mrs. Hunter lay close beside the rails, quite dead. It is a question if she knew what struck her. Two large holes had been crushed in the back of her head from which her brains protruded. Mrs. Stanton lay but a few feet away, unconscious, while Miss Stanton had been prostrated by the terrible shock and her heavy fall. Tender and willing hands lifted Mrs. Stanton and daughter from the ground and placed them in the carriage of a gentleman named Pizer, a neighbor of Mrs. Stanton, who had been an eye witness of the accident. Word was sent to Carbondale to bring an ambulance at once to convey the remains of Mrs. Hunter to her home. Then the passengers hurried back to the train, which arrived in this city about a quarter of an hour late.

ENGINEER BENSCOTER'S STORY.

"I did not see the carriage until we struck it," said Engineer Benscoter to a representative of THE REPUBLICAN yesterday afternoon. It approached the track from the left and my station is on the right side of the engine. I was looking straight ahead and we were running thirty miles an hour. I heard my fireman, who is my son, indicating a bright looking lad of about sixteen summers, who was tugging vigorously at the bell-rope, "suddenly cry out and saw him avert his face and lean against the fire box. Another instant and there came a crash. I applied the air brakes and stopped as quick as I could. I did not go back with the others. I did not want to see the sickening sight. I feared the accident had resulted in the death of all three ladies in the carriage."

A. W. Benscoter, the fireman, says he saw the carriage when some distance from the track and before it passed behind the ash pile. The horse was going at a rapid pace and seemed hard to manage. He did not think those in the carriage would try to drive across the track. When he next saw them, the engine was so close that no power on earth could have averted the accident. He turned his face away when the crash came, and following the example of his father, did not go back to the crossing after the train stopped. He knew Mrs. Hunter and recognized her in the carriage.

A TALK WITH MISS STANTON.

Mrs. Stanton and daughter arrived home shortly after noon. The old lady was thoroughly exhausted and barely conscious. Dr. Church was summoned to attend her. He found she was suffering more from the shock to her nervous system than from the injuries she had sustained. The daughter had escaped with but a few bruises. She answered the knock of a REPUBLICAN reporter yesterday afternoon at half-past three o'clock, and ushered him into a cozy parlor. She looked wan and weak, and wore a bandage about her head. She was very pale, and her face was marked by several bruises. Miss Stanton is slightly below medium height, is plump of figure, and of most pleasing personal appearance. She answered the questions asked with an evident effort, and in a number of ways showed that she had undergone a severe nervous shock. She said she thought no one could be blamed. She did not hear the approach of the train, nor see it until it was too late. After the engine struck her she remembered nothing for some time. She cannot tell how she escaped so fortunately. She was driving and sat up higher than the others, and, therefore, when the carriage was dashed to pieces she was doubtless lifted clear of the vehicle and engine. She said almost anyone could tell more about the accident than she.

Dr. Church, when questioned as to the condition of Mrs. Stanton, said he thinks she will recover. Her injuries about the head are serious but not necessarily fatal. She is suffering most from the shock and in that the danger lies. He could not tell whether she had received internal injuries or not but a few days will decide. She is the wife of C. Wesley Stanton, an employee of the Jermy Coffin Works, and is most favorably known in Jermy and Carbondale.

The accident created great excitement at the time. When the train arrived in this city the engineer, fireman and conductor were besieged by hundreds of curious persons. At Jermy a large crowd gathered at the residence of Mrs. Stanton on Main or Front-street. In Carbondale, where Mrs. Hunter was so well known, few would at first believe that such an unhappy fate had overtaken a most estimable lady whom all esteemed so highly. A large crowd congregated in front of her residence when the remains arrived in the ambulance, and many gave way to the most earnest grief.

MRS. DR. JULIA S. HUNTER.

the victim, was thirty years of age, and leaves a husband, a physician, practicing in Brooklyn, and two sons, Bert, sixteen years, who is with his father, and June, aged twelve, who deceased had last week placed in the Soldiers' Orphans' Home at Hartford, Pa. Her funeral will take place to-morrow afternoon at 1 o'clock. Interment will be made at Clifford, where Mrs. Hunter had relatives.

It seems that Mrs. Hunter devoted one day in each week to her practice in Jermy, which was quite extensive. She always stopped at Stanton's on such occasions, and Miss Stanton would drive up to Carbondale, take her to Jermy, and then later in the evening drive her home again. Mrs. Hunter was on her way to make her weekly visit when overtaken by her sudden and terrible death.

11:25 AM

S. Robert Powell <srp18407@gmail.com>
to gshunter2000

11:15 A.M.

Geoff:

Thanks. This copy of the *Scranton Republican* article is OK/readable, and contains details about the accident that are not reported in the *Carbondale Leader* account. We don't have any information on the inquiry of the accident, if there was one.

Willow View Cemetery in Clifford: very nice cemetery, about five miles from Carbondale. I'll take a look around the cemetery for a tombstone when I am there again.

S. Robert Powell

11:35 AM

gshunter2000@aol.com
to me

Mr. Powell,

I already have a photo of her headstone but thanks! A lot of my Hunter/Wells ancestors are buried there along with the Clifford Valley Cemetery!

I thought that the Historical Society may be interested due to the fact that she was probably one of the first, if not, the first legitimate, women doctor in Carbondale. They can contact me if they would like some more information about her.....I have a bit more, not much, but a bit!

A better copy of the Scranton Republican obit can probably be found at Newspapers.com. I have had this copy for many years!

Sincerely,
Geoff Hunter

KILLED AT A CROSSING.

A Carriage Containing Three Ladies Struck by an Express Train.

Mrs. Dr. Julia S. Hunter, a physician of Carbondale, Pa., accompanied by Mrs. C. W. Stanton and her daughter Stella, of Jermy, started in a buggy Friday morning for Jermy, and reached the railroad crossing below the city just as the 11:30 express for Scranton came along. Owing to the side curtains being down it is supposed they did not see the train until it was right upon them.

The locomotive struck the buggy, and the ladies were thrown out. Mrs. Hunter was hurled upon the opposite track, and struck upon her head. She was killed instantly. Mrs. Stanton fell upon the track in front of the train, and was horribly mangled, so that her life is despaired of. Miss Stanton escaped uninjured by being thrown out into the wagon road. The horse was killed, and the wagon completely demolished. Mrs. Hunter leaves two sons, aged 14 and 11 years.

Engineer Benseoter claims that the usual signal was blown and the bell rung as he approached the crossing.

84. Bill Merchant asked (04-22-2021): "Was the D&H the first [railroad in America]?" SRP reply:

The D&H Canal and the D&H Gravity Railroad were the primary components of the pioneer mining / transportation / marketing system in America, which became operational in 1828 (canal) and 1829 (railroad). Inclined planes, strap rails, and mules were important features of that transportation system.

Three other inclined plane/rail set-ups, in which strap rails and mules were used, can be named, all of which were functioning before 1829:

1. In early 1827, Abraham Pott operated a short, mule-drawn 'tramway' at his mine in Port Carbon, PA.
2. In 1827, in Quincy, MA, there was a road of rails, three miles long, from a granite quarry to a Neponset River dock. This inclined plane was built to transport granite for the Bunker Hill

Monument. John Jervis went to Quincy and had a look. The rails on this plane were of wood and capped with a rolled-iron strip, which was smoother than cast iron and also required fewer joints than cast iron.

3. In 1827, John Jervis also went to Mauch Chunk/Jim Thorpe and studied the inclined plane there, which was 9 miles long, between the Lehigh Coal and Navigation Company's Summit Hill coal mines and the Lehigh River at Mauch Chunk. On this plane, the loaded cars coasted down from the mines and the empties were drawn back up the plane by mules.

None of those three inclined plane/rail applications in 1827 constituted a rail transportation system, such as the one that became operational when the D&H Gravity Railroad opened in 1829, making it, therefore, the first rail transportation system in American history.

To understand the difference between what took place at Port Carbon, Quincy, and Jim Thorpe in 1827, and what took place in 1828/1829 when the D&H transportation system became operational, it is helpful to think about the important distinction that is made in the electronic world of the present day between a computer application system and computer application software.

A computer software system, *Windows 10*, for example, is a set of programs that manages a computer's hardware and peripherals, which include the operating system, device drivers, utilities to manage files on external devices like USB sticks or SD cards, and other tools to repair the computer if it crashes. A computer software system, in other words, is a set of multiple components/modules that work in coordination to accomplish a given task (the task may be a one-time task or it may be on-going, as with a business). A computer software system is designed to manage system resources and provides a platform to run application software.

Computer software applications (*Photoscape, Excel, PowerPoint, Microsoft Office*) allow people to do specific tasks like word processing or video editing.

The inclined plane/rail set-ups at Port Carbon, Quincy, and Jim Thorpe in 1827 are comparable to computer software applications (such as *Excel*). The D&H railroad and canal mining / transportation / marketing system that was established by the Delaware and Hudson Canal Company and which became operational in 1828 and 1829 is comparable to a computer software system (such as *Windows 10*).

85. Gravity Park in Carbondale in blossom, May 4, 2021; photograph by S. R. Powell:



“Entrance to D&H Gravity Railroad Park, Carbondale, PA. Inclined Plane No. 1 on the Gravity Railroad [from 1859 to the end of the century] passed directly through this park site on its ascent of the Moosic Mountain. The white obelisk seen on the right in the background of this photograph (taken May 4) is the Gravity Railroad Monument in Carbondale.”

This photograph was posted on Facebook on May 4 in the D&H Railroad group.

86. Harvey M. Rounds, 27 Reynshanhurst, Carbondale, was killed by a train in the D&H Yard at Parsons on July 31, 1932. He worked for the D&H for 37 years.

On Apr 29, 2021, at 8:09 PM, S. Robert Powell <srp18407@gmail.com> wrote:

April 29, 2021

Don [Drewett]:

Never in a million years did I expect to run into someone who knew me from my Harford Fair poultry building days at a D&H meeting in High Falls, New York!

It's very good for the DHTHC to have you as a member of the group. Your professional experience and know-how are exactly what the DHTHC needs to build success on a broader and higher scale than we have been able to accomplish over the years, and I am confident that great things are in store for the DHTHC in the years ahead under your guidance, direction, and leadership.

The Carbondale Historical Society / Carbondale D&H Transportation Museum (about a hundred members) now has a very nice traditional historical museum in several rooms on the third floor of Carbondale City Hall, and we own a vintage D&H Caboose (which will soon become a component of a historic corridor in downtown Carbondale).

Research and writing have always been important to me, and in recent years I have focused a lot of time and energy on the D&H (see attached D&H Bibliography).

Onward and upward. Here we go!

Best,

Robert

S. Robert Powell
Carbondale Historical Society
570-282-0385

Hello again

May 13, 2021, 2:18
PM

Don Drewett

Hello Robert,

As the saying goes...Birds of a feather! It truly is a small world and am thankful our paths crossed once again.

I truly appreciate your kind words and won't let you down. I have always been someone that endeavors to leave things better than I find them. To that end, I might have to lean on your knowledge, experience and intuition regarding these things. I hope I can count on your support.

On a family related note that I believe connects my ancestors to Carbondale. I was researching the Rounds family line and found this. Needless to say, I never heard of this terrible accident until reading this. The irony of it occurring on the D&H Railroad!

Regards,

Don Drewett
845 701 1046

Harvey M. Rounds 27
Reynshanhurst,
Carbondale, was killed by
a train in the D&H Yard at
Parsons on July 31, 1932.
He worked for the D&H
for 37 years.

Harvey Rounds Fatally Injured

Delaware and Hudson Conductor Meets Death In Company's Yards At Parsons

CARBONDALE, July 31.—The funeral of Harvey M. Rounds, well known Delaware and Hudson conductor, will be held from his late home, 27 Reynshanhurst, on Wednesday afternoon at 2:30 o'clock. Services will be conducted by the Rev. W. Gray Jones, D. D., pastor of the Methodist Episcopal church. Interment will be in Willow View cemetery, Clifford.

Mr. Rounds was fatally injured when he stepped from an engine into the path of locomotive on the next track. The fatal mishap occurred in the D. & H. yard at Parsons at 6:50 o'clock last night. He was picked up by members of his crew and rushed to the Mercy hospital, Wilkes-Barre, where his injuries were found to consist of a fractured clavicle, a fractured pelvis, a fracture of the right arm, and lacerations of the face and body. He died at 11:05 o'clock last night.

The body was removed to the Blickens funeral home, this city, and after having been prepared for burial was taken to his late home today. The death of the well known veteran will come as a shock to his many friends in this city and its vicinity. He had been an employe of the D. & H. for thirty-seven years and was actively identified with the Brotherhood of Locomotive Trainmen. He was a member of the Veterans's association, the Methodist Episcopal church, and the Alexander Wesley Bible class.

Born in Uniondale more than sixty years ago, Mr. Rounds had resided in Carbondale for the past twenty-five years. Surviving are his widow, who before her marriage was Miss Janey Frederick; a son, Ralph Rounds, an employe of The Scranton Republican; a daughter, Mrs. Gerald Alexander, this city; three sisters, Mrs. Ella Wells, Montrose; Mrs. Elmer Sherman, Binghamton, N. Y., and Mrs. Minnie Tingley, this city; also three grandchildren.

[The Tribune, Scranton, Pennsylvania, 01 Aug 1932, Mon](#) • Page 11

Harvey M. Rounds obituary

4:25 PM

S. Robert Powell <srp18407@gmail.com>
to Orion

May 17, 2021

Don:

Thanks for the copy of the obituary of D&H conductor Harvey M. Rounds, in which his Carbondale connection is described.

Given the fact that he was an experienced conductor (who surely had a lot of direct and first-hand experience around engines, trains, active railroad lines, and railroad yards), it strikes me as extraordinary that he would make the fatal mistake of stepping from an engine into the path of a locomotive on the next track. That's the kind of mistake that someone who had no experience in a rail yard would make.

Born in Union Dale, Harvey M. Rounds must be directly connected to the Rounds family that established the present-day Rounds Cemetery on Route 171, just north of Stillwater Dam.

Best,

Robert

87. Leonor Fresnel Loree: Three cheers from SRP: June 7-8, 2021:

Posted by SRP on Facebook:

The Leonor Loree papers are in the holdings of the John W. Barringer III National Railroad Library at the Mercantile Library in the Thomas Jefferson Library building on the campus of the University of Missouri, Saint Louis.



Leonor Fresnel Loree

With 21 years of service with the Pennsylvania Railroad under his belt, and having served as president of the Baltimore and Ohio Railroad Company for over three years and a term as president of the Rock Island Company, and with three degrees from Rutgers College to his name (BS, 1877; MS, 1880; Civil Engineering degree, 1896), Leonor Fresnel Loree, at age 48, became the eighth president of the D&H on April 10, 1907. He was a strong advocate of upgrading and improving every aspect of the D&H transportation system. The modernization of D&H motive power was his passion. In 1910 he ordered six 0-8-8-0 Mallet compounds from ALCo; in 1911-1912, he ordered seven more. In 1914, he purchased ten Pacifics from ALCo for the Montreal passenger service. In 1916, No. 1200 (E-6, 2-8-0, 63,950 pounds of tractive effort) was made by ALCo for the D&H. The following year, 1917, Loree ordered 20 E-6a engines from ALCo. In that same year, Loree was awarded a Doctor of Law degree from Rutgers. From the early 20s to the mid-30s, under his direction, more than 100 D&H locomotives were rebuilt by the D&H: chrome plating was added to boiler jackets, smoke deflectors were added to the 10 Pacifics, all locomotives got a coat of black enamel; roller bearings were added to driver journals. And then came the four magnificent “experimentals”: in 1924, the *Horatio Allen*, No. 1400; in 1927, the *John B. Jervis*, No. 1401; in 1930, the *James Archbald*, No. 1402; and in 1933, the *L. F. Loree*, No. 1403. In the same year that No. 1403 made its debut, Loree was awarded a Doctor of Engineering from Rensselaer Polytechnic Institute. What an extraordinary man!

Facebook comments + 50 “likes” + 17 comments in two days:

Al Pierce: Yep!

Doug Moore: But he didn't want the firemen to have mechanical stokers!

Michael Eggleston: In response to the D&H firemen's union requesting automatic stokers on engines on heavy grades on the railroad, apparently Loree exclaimed (presumably without a smile), "You have the finest stokers \$1.25 can buy -- Red Edge!!" (A popular brand of coal shovel at the time). Mr. Loree, however, was not unfeeling. He agreed that due to the newer, bigger steam engines arriving on the property, a second fireman is added to jobs where heavy grades were involved, such as Ararat, Belden, Richmondville, and Howes Cave.)

Peter Dillon: Actually donated a building at Rutgers - Loree Hall . Not as attractive though as The D&H Plaza in Albany.

Mike Kelly: I have the map that was under the glass on his desk.

Brian Burns: Every time that I bring a train through Albany, past the Plaza, I think about how he must be rolling in his grave at what D&H has become.

Steve Walter: He'd probably say “What a hell of a way to run a railroad!”, which he actually said about the KCS.

Michael Eggleston: His official photo as D&H President.



Michael Eggleston

Michael Eggleston: Another shot of the "Old Man" as a relatively young fellow.



Silas Robert Powell: Here is a photo of the L. F. Loree No. 1403: four-cylinder, triple-expansion, non-articulated compound, with Poppet Valves.



Brian Burns: I can imagine what the old man would say about PSR! Probably a dim view, but he was in charge when railroaders ran railroads, not lawyers and accountants.

Jerry Misik: He ran that road (DH) like it was the size of the NYC.

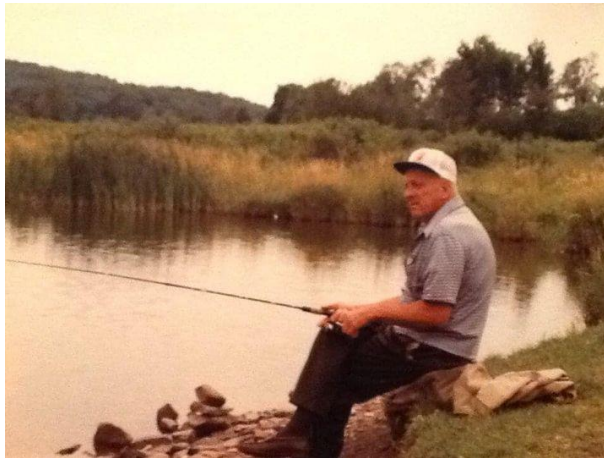
Michael Eggleston: Loree came to the D&H after a career with other railroads, and he realized the heart of the operation was the employees who did their jobs efficiently and with great pride in their work.

Bert Prohaska: Family members worked at the Hudson Coal Company's Loree Colliery in Larksville, Pennsylvania.

Gerard O'Donnell: I could be wrong but wasn't it under his stewardship that the D&H had controlling interest in the New York Central. I understand that the government made him divest, today they wouldn't give it a second thought

Michael Eggleston: You're not wrong. D&H, due to its "black gold" anthracite mines, had amassed quite a lot of financial earnings. The D&H Canal Company's subsidiary railroad (Albany & Susquehanna) was also in the perfect place for moving the anthracite coal (the "atomic power" of its time) to New England and Canada homes and businesses mostly fueled by coal at the turn of the century. Fuel oil from Texas was still in the future. Loree invested D&H capital in the New York Central and the Nickel Plate (NKP) as it had a high-speed freight line from Buffalo to Chicago and branch lines to Toledo and Indianapolis. Today's CSX in New York State is the old NY Central, and NS still runs the heavy-duty container traffic over the old NKP mainline. Loree was pretty damned smart; he saw the potential and was very far ahead of his time.

88. Photo of Charles Custara, anthracite miner: see SRP Volume XVII, pp. 88-96



89. Opening of PA Coal Company Gravity Railroad, June 8, 1850:

Date given on June page of 2021 Lackawanna & Wyoming Valley Railway Historical Society, Inc. June calendar page.

90. "Catholics on the PA Gravity" by James O'Connor; posted on Facebook, June 12, 2021, by Christian Dorflinger:

Christian Dorflinger: "Catholics on the Gravity" by James O'Connor. *The Catholic Light*, Scranton, Pennsylvania. Volume 16, Number 42, December 14, 1916.

This document contains a great deal of genealogical information about the men who built and worked on the Pennsylvania Coal Company's Gravity Railroad. At the same time, it contains lists of PCC employees who are grouped according to the tasks they performed as employees of the PCC Gravity Railroad: contractors who built the PCC Gravity, stationary engineers, firemen at the stationary engines, car runners and track runners, rope riggers, dispatchers. It is purely coincidental, however, that many of the men who built and worked on the PCC were Catholics. The PCC was not affiliated with the Catholic church or any other religious group.

Catholics on the "Gravity"

(By James O'Connor.)

CATHOLICS had a large and creditable part as employees in the construction and operation of the Pennsylvania Coal Company's gravity railroad. The building of this line was begun in 1848 and completed in May, 1850. The system, which consisted of twenty-two inclined planes and as many "levels," extended forty-seven miles from Port Griffith, Luzerne county, Wayne county. The loaded cars went from the mines at Port Griffith, Pittston and Dunmore. At Hawley the coal was transferred to boats on the Delaware & Hudson canal, and taken to Rondout, N. Y., whence the boats were towed down the Hudson river to New York City. In 1863 the Pennsylvania Coal Company built a branch from the main line of the Erie railroad at Lackawaxen to Hawley, and leased it to the Erie. In this way much of the coal was, after being dumped into Erie cars at Hawley, taken directly to the Atlantic coast, particularly in the winter, when the canal was closed by ice. The empty cars on the gravity road were

returned to the mines on what was called the "light" track, which traversed a route of its own, lying at some places as much as four miles from the "loaded" track.

Among the contractors who built the gravity were Patrick Hoban, P. D. Haggerty, Patrick Johnson, Michael Carr, Walter Stanton, Michael Flynn, Patrick Kearney, John Duffy, John Gibbey, Christopher Doyle, John Kelly, William R. Boland, John Connolly and Patrick Gilmartin.

The stationary engineers included John Carney, who is now a successful coal operator at Dunmore; James Banks, William Stanton, Michael Grattan, John Tigue, William Clark, Patrick Grattan, Michael Bulger, Edward Fitzpatrick, Patrick Brown, Michael E. Brown, Michael O'Hara and Patrick Kennedy.

The firemen at the stationary engines included Timothy Garvey, James Corcoran, John Murphy, Thomas Cavanaugh, Thomas O'Malley, James Riley, Thomas Mahon, John Ward, Cornelius

Roche, Patrick Gallagher, John O'Connor and John Malia.

The car runners and truck runners included Michael Gannon, William Danks, John Walsh, Thomas English, afterward commissioner of Luzerne county; James Gilmartin, Michael Flynn, John Clifford, John Conway, John Walsh, Richard Howard, afterward superintendent of the Pennsylvania Coal Company's shaft at Old Forge; Edward Quinn, Thomas Duffy, Thomas H. Roche, Thaddeus Boland, Michael Roney, Patrick Doudican, Michael Malia, Patrick Hennigan, who was a member of the Dunmore Borough council for forty years; James Dowd, Thomas Finan, John E. Roche, Michael Murphy, Michael E. Brown, Martin Carroll, Michael Loughney, Michael Coughlin, James Fitzpatrick, Michael Maloney, John F. Curran, Louis Spall, Adam Stills, Richard Taylor, Patrick Walsh, 1st, Patrick Walsh, 2d, Patrick Grady.

The rope riggers included Michael Garvey, Charles Carroll, Patrick Hennigan, Patrick O'Hara, Bryan O'Hara, Peter O'Donnell, John Gribben, James Garvey and James Hastings. The dispatchers were John Maloney and James J. Haley, the latter being afterward recorder of deeds of Lackawanna county.

What I present in the following paragraphs deals, at the request of the editor, with Salem and Cherry Ridge townships in Wayne county, with which districts I was conversant. My native place was No. 18, on the "light" track, in Salem township. No. 18 is now a part of Lake township, Salem township having been divided while the gravity, which was abandoned in 1886, was still in existence. Cherry Ridge township adjoins Lake township and contained a considerable part of the "loaded" track. I will give, so far as my knowledge goes, the names of Catholics who lived along that line from No. 12 to Wangum, including what was known as the Robinson tannery region, which is now called Clemo.

Contractor Patrick Hoban built a considerable part of the gravity. In 1853, three years after this work on the main line was finished, he located at No. 19 (Ariel). With eighteen men he constructed a mile and a half branch connecting No. 19 with No. 12. Directly afterward he obtained a contract from the Pennsylvania Coal Company for storing surplus coal at Hawley. Mr. Hoban was father of Right Rev. M. J. Hoban, Bishop of the Scranton diocese. All who hear Bishop Hoban's sermons at St. Peter's Cathedral are edified by his expositions of the theology, his extensive knowledge of what is going on both in the religious and material world and his instructive descriptions of his wide travels. To show how his fame extends beyond his diocese I will relate an incident: Several years ago the state editor of the Philadelphia North American was visiting in Scranton and I met him. He said: "Whenever Bishop Hoban expresses, at the Cathedral, an opinion on public questions the North American wants it in the full. Of all the prominent men in your region his utterances are worth most to us. He has firm grasp on the public pulse and we in Philadelphia are much interested in what he says."

Another Catholic Bishop whose father was employed by the Pennsylvania Coal Company is Right Rev. Eugene A. Garvey of the Diocese of Altoona. His father was Michael Garvey. Bishop Garvey spends his vacation each summer at the cottage of his brother-in-law, P. J. Horan, at Ariel, and celebrates Mass on Sundays for the accommodation of the Catholic cottagers and all other Catholics who are at the lake while he is there. The Bishop's sister, Mrs. Horan, is the energetic president of St. Joseph's society, the organization which has done so much for St. Joseph's Foundling home. I heard Bishop Garvey preach at the laying of the cornerstone of St. Philomena's new church at Hawley. He gave one of the best sermons I ever listened to. The beauty of his language and his excellent delivery remain impressed upon me. Everything I read about Bishop Garvey's present work shows that he is busy all the time and that he is doing splendidly in what is one of the most important dioceses of Pennsylvania.

Michael Flynn, in partnership with

Ebenezer Jones, put through the gravity cut between Nos. 18 and 19. He was father of Martin P. Flynn, who conducted the Lackawanna Valley house at Scranton. One of Martin P. Flynn's sons is Harry L., a graduate of West Point and lieutenant in the United States army. The other members of the family are: Charles S., of the Scranton Life Insurance company; John and Margaret.

Patrick Johnson married Miss Julia O'Brien. When Mr. Johnson received his contract from the Pennsylvania Coal Company in the spring of 1848, he and his family moved from Keen's pond, below Waymart, to Hoadley's; they did not see a house in the entire eight miles. In 1851, after he completed his railroad contract, Mr. Johnson built the plank road from Honesdale to Hawley. He was father of William E. Johnson, a retired Erie conductor, now member of the Dunmore Borough Council. Among Contractor Johnson's employees were James Riley, John Dougherty and James Hope.

Walter Stanton lived at Wangum and married Miss Bridget Gaveny of Carbondale. Surviving them are their daughters, Mrs. Catherine Tighe of Scranton; Ellen and Margaret of Pawtucket, R. I. Mrs. Tighe has two children: Mary R., a district nurse, and James, a manager for McDonough & Company.

Christopher Doyle was father of Miss Mary A. Doyle, principal of No. 12 school, Scranton.

John D. Boyle had charge of the men who laid the original track on No. 12 "level." On quitting the railroad he became a merchant at Dunmore. He was father of Edmund F. and Frank E. Boyle, Scranton lawyers; James Boyle, superintendent for Hyden; McFarland-Burke Contracting Company; Mrs. Catherine Burke, wife of John W. Burke, member of the above mentioned corporation; Mrs. Minnie Latorelle, wife of Judge Latorelle of Philadelphia.

In the early days the Catholics living on the "light" track from No. 16 to No. 19 were:

No. 16.—Patrick Brown, engineer; Michael E. Brown, extra engineer; Cornelius Roche, John Ward, Patrick Gallagher, firemen; Patrick McCormick, section foreman.

No. 17.—Michael O'Hara, engineer; William McCormick, Jr., section foreman; Patrick Malia, section foreman.

No. 18.—John N. O'Connor, fireman, and his sister, Miss Mary O'Connor.

No. 19.—Charles Carroll, rope rigger; James Hastings, rope rigger; Miss Catherine Collins, Miss Margaret Carroll and Miss Ellen Flannery.

All the residents of Nos. 16, 17, 18 and 19 enumerated in the foregoing are dead, except Mary Carroll (now Mrs. Robert Price), and Michael E. Brown.

Patrick Brown married Miss Bridget Tighe of Port Jervis. The surviving family consists of Mrs. Mary A. Coughlin, Mrs. Catherine Dougherty, Mrs. Frank Higgins, Miss Bridget Brown, all of Scranton; Mrs. Ellen Barrett of Bridgeport, Conn., and Michael E. Brown of New York.

Mrs. Coughlin's husband was Michael Coughlin, an employee of the gravity. Their children are Frank H. Coughlin, assistant to William A. May, president of the Pennsylvania Coal Company; William A., who was long a member of the Detroit team of the American Baseball League, and is now manager of the Scranton team of the New York State League; Mrs. Anna Walton of Scranton, Mrs. Teresa Flannery of Cincinnati, Miss Catherine Coughlin, instructor for the Bell Telephone Company in the Scranton district; Nora, a nurse, and Gertrude, at home.

Mrs. Catherine Dougherty's children are: Patrick, engineer for the Lackawanna Railroad Company at Factoryville; Richard, chief clerk in the store department of the Lackawanna Railroad Company at Buffalo; Florence, at home.

Michael E. Brown married Miss Kearns of Scranton. They have two daughters, Mrs. William Bretz and Margaret. Mr. Brown was one of the handiest workmen on the gravity. He is now foreman at Ginsberg & Company's machine shop in New York.

Cornelius Roche married Mary O'Connor of the parish Kilbrin, County Cork, Ireland. Their family consists of John E. and William D. Roche, Mrs. Mary

Roche of Allamont, Bucks county, Pa. John E. Roche, who lives in Scranton, has held public offices with notable success, having been Assemblyman, cashier of the Scranton postoffice during Cleveland's first term, director of public works and councilman. He is now manager of the Wilkes-Barre store of C. P. Matthews & Co. and vice-president of the Pine Brook bank.

Mrs. Barrett has two children, John E., a Scranton letter carrier, and Mary E., a teacher at public school No. 23. Another of Cornelius Roche's sons was the late Dennis J. Roche, who was president of the Scranton School board for several years.

William McCormick, Jr., was brother of John McCormick, who is general manager of the Consumers' Coal Company of Chicago, a corporation that handles all the Pennsylvania Coal Company's product sent to the Lake City. John McCormick was son-in-law of the late Mayor M. W. Loftus of Scranton.

Mary O'Connor of No. 18 married Bernard Feeley, who was foreman on the Pennsylvania Coal Company's docks at Hawley. Their surviving family consists of Rev. John J. B. Feeley, pastor of St. Peter and Paul's church at Towanda; James H. Feeley of Olyphant, agent for Heath & Company, book publishers; Mrs. Elizabeth O'Boyle of Olyphant and Mrs. Mary Foley of Olyphant, mother of Edward Foley, chief weighmaster for the Delaware Hudson Company.

John O'Connor married Margaret Donagan of Hawley. Their family consists of Miss Sarah O'Connor, teacher at No. 32 school, Scranton; Edward O'Connor of New York and James O'Connor of Scranton.

Catherine Collins married Charles Carroll, who was one of the foremost men on the gravity railroad. Their family consists of Martin, who became an employee of the gravity and later of the Erie railroad; Charles of Spokane, Wash.; Mrs. Alice Ryan, Miss Mary E. Carroll of Dunmore, Mrs. Margaret Wompler, wife of the master car builder for the street railway company at Lexington, Ky.; Mrs. Lizzie Forbes of New York.

Martin Carroll married Mary E. Rutledge of Clemo. Their home is now at Dunmore. Their family consists of Dr. Frank Carroll, Joseph, real estate agent; James, Mrs. Robert Burns, whose husband is dispatcher on the Lackawanna railroad, and Mrs. Patrick H. Regan.

Mrs. Alice Ryan's son, William, is a physician at Jersey City.

Margaret Carroll married Robert Price of No. 12. She and her son, John, survive, and live in the Clemo region.

Ellen Flannery married Thomas Mangan of Hawley. They had two children, Thomas, Jr., and Ellen. Thomas, Jr., who died recently, was president of the Hawley bank and grand knight of the Knights of Columbus in the Scranton district. Ellen is wife of Mayor M. N. Donnelly of Pittston.

John Curran, who helped build the No. 12 "level" and now lives at Ayoca, is father of Rev. J. J. Curran of Wilkes-Barre, president of the Catholic Prohibition League.

Anthony Scanlon, who worked on construction on the gravity at No. 12, settled in Scranton soon after the road was completed. He was father of Dr. E. F. Scanlon, a Scranton physician.

Anthony Dunleavy, who worked for Contractors Flynn & Jones, was the father of A. P. Dunleavy of Scranton.

The Catholic residents of the Robinson tannery region included Patrick Moylan, John Moylan, John Maghran, father of John J. Maghran, at one time street commissioner of Scranton, and latterly deputy register of wills of Lackawanna county; Richard, Edward and Patrick Higgins, section foremen on the gravity; James Donnelly, section foreman; John Melody, John Dolan, Patrick Riley, William Riley, John Grimes, Nicholas Hessling, John Lane, Jacob Feik, Anthony Mang, Edward Leonard, James O'Connor, who was my uncle; Patrick Rutledge, the McCann families; Walter Patterson's family, James Dunn, whose son, George W., lives in Scranton; William Coyne, father of Philip H. Coyne, who established the Coyne house in Scranton; Thomas Broderick, father of Thomas Broderick, a Lackawanna railroad

Alexander, is living at Wilkes-Barre; John Rickard, sons Elijah, John and Augustus and daughter Mary; John Carroll, section foreman; John Dillon, Michael Dillon; Patrick McCormick, foreman at Pennsylvania Coal Company's sawmill; William McCormick, sr., David McDonough, Dennis Guiney, Nicholas Guiney, John Fay.

Walter's Patterson's daughter, Jane, married Timothy Hurley of Scranton; the other daughter, Ellen, married John Creden of Scranton.

The present population of the tannery region includes Mrs. Louisa Stahl, postmistress at Clemo; Elijah Rickard, Joseph Johannes, William Melody, John Nolan, who was a section foreman on the gravity; James, Philip and George Nolan, Mrs. Richard Higgins, John Collins, David Buckley, Barney Dolan, Peter Theobald, Jacob Kreiter, James McDonald.

Mrs. Louisa Stahl's family consists of Miss Barbara and Urban J. of Clemo and Leo M. of Scranton.

Elijah Richard's family: Charles and Frank of Carbondale, Mrs. Peter Racht and Mrs. Frederick Crockenburg.

Joseph Johannes' family: Joseph, Leo, Walter, Romeo, Mrs. Alfred Pratt, Jr., and Mrs. John Buckley.

William Melody married Elizabeth Rutledge of Clemo. Their children are Leo, Frank and Della.

While the gravity was being constructed the Catholic workmen in Salem township, faithful in all things and in religion in particular, walked ten miles to Honesdale to attend Mass. In 1852 a Catholic church was built at Hawley. From that time the Catholics at Nos. 16, 17, 18 and 19 went to that place for sacred services. They would walk "down the line" early on Sunday and go to church. Then they would take a few cars from the head of the plane at No. 13 and ride home.

When, as it sometimes happened, they could get no cars, they would walk back. For some of them this meant a round trip exceeding twenty miles; for others eighteen miles, and for those living nearest to Hawley, sixteen miles. Mass was occasionally celebrated at my father's house by Father Michael Flan of Hawley, who would ride on the passenger train to No. 13 on Saturday and stay over Sunday.

Since the 60's, Catholic churches have been erected at Ledgesteale, South Canaan and Waymart. Mass is also celebrated occasionally by priests from Scranton at the home of John Boland, near Salem Corners.

The Clemo and Hoadley Catholics attend services at Canaan or Honesdale. Among the congregation at Salem are thirty Poles, Slovaks and Italians, who have taken to farming. In all probability a Catholic church will be built at Ariel in the near future.

FARM FOR SALE

110 acres and 30 acres of woods. Farm lays exceptionally good. Has a great many acres of fall ploughing completed. Farm is not stoney, has considerable fruit, two barns, one basement; also seven-room house; also the following personal property: Six cows, three heifers, one hog, forty hens, two horses, wagons and farm tools. Farm is located eleven miles from Binghamton, a short distance from macadam road. The above farm, stock and tools for \$3,500, with a down payment of \$1,800.

Stack's Farm Agency

514 Press Building, Binghamton, N. Y.

Established 1865. Both Phones.

JOHN BENORE SONS

The Largest Store Fixture Factory in Northeastern Pennsylvania. Architectural cabinet making. All kinds of business interiors. Special designs furnished for all kinds of store fixtures. 706-718 Scranton St., SCRANTON, PA.

ERRATA

The photographs reproduced on page 15 and described as pictures of Fathers Shortis and Wheeler are in reality pictures of the Rev. J. Y. O'Reilly (right) and Rev. Hugh Monaghan.

91. Four photos of NYO&W stock pens that were posted on Facebook, June 23, 2021, by Walter Kierzkowski, Mayfield, PA:

NYO&W stock pens at the North end of Mayfield Yard:



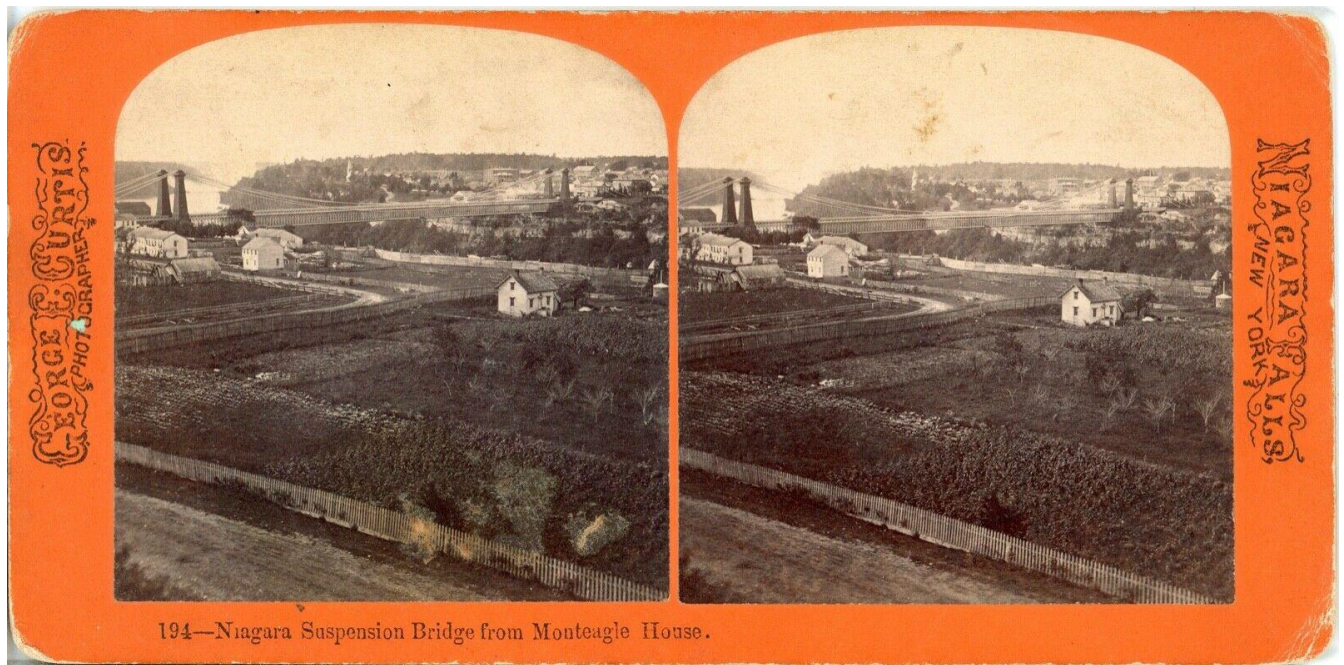
NYO&W train leaving Mayfield Yard heading towards Scranton, stock pen on the left



Stock pen at Mayfield Yard Yard, Wye track behind, and Powderly Breaker in background, Erie breaker is to right top



92. Roebling's Niagara River suspension bridge; George Curtis stereocard (194—Niagara Suspension Bridge from Monteaale House) purchased on E-Bay on June 28 by SRP:



Engraving of Roebling's Niagara Suspension Bridge ("The Great International RAILWAY SUSPENSION BRIDGE Over the Niagara River Connecting the United States & Canada. The New York Central & Great Western Rail Ways") from *Gazetteer of the State of New York* by J. H. French, 1861, facing p. 457:



93. The steam engine that was in the Carbondale D&H Roundhouse in the 1970s and 1980s:

On July 7, 2021, James Kelly posted the photo given below on the Delaware and Hudson Railroad Facebook page with the caption given on the photograph that is given here:

Who remembers the "oiler" steam engine that sat in the old roundhouse? Well, it lives again....here it is in its current working state!! Amazing, as i used to sneak in and crawl all over it when i was a kid!



George Hand

This went to "Rail City" (late 1950's-'60's?) north of Syracuse NY, then later (1980's?) was sold to a farm family in Ohio, saw it in Parish Florida at a small RR Museum/Tourist line February 2008. It was trucked to Florida winters for a while.

Joseph Senese: That's not the engine that was in the Carbondale D&H Roundhouse. It was Lehigh Valley Coal Company 0-6-0 #126.

Silas Robert Powell: Here are two photos in the archives of the Carbondale Historical Society that were taken on August 2, 1988 of the engine that was in the Carbondale Roundhouse at that time.

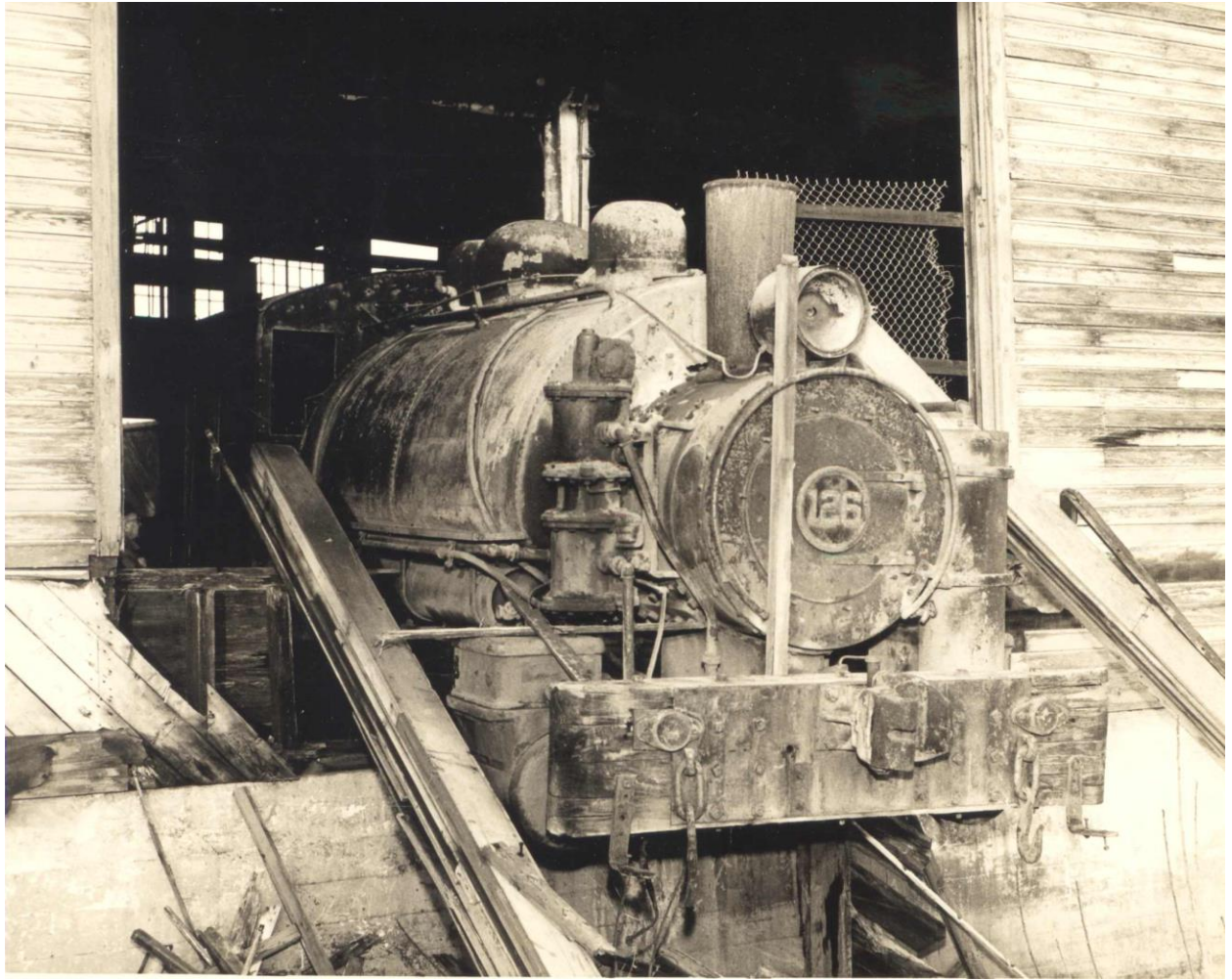


Scott Whitney: I got a photo of it back in the early 80s.....



Here are three additional photos of No. 126 in the archives of the Carbondale Historical Society:







Standing by the engine, wearing denim jeans and jacket and wearing what might well be a D&H T-shirt, is John V. Buberniak.

94. More on the January 1963 D&H train derailment/wreck at Thompson; posted on Facebook, July 12, 2021:



—Associated Press WIREPHOTO.
CAUSE OF CONCERN IN BINGHAMTON—One of 38 freight cars of Delaware & Hudson Railroad involved in this wreck and derailment near Thompson, Pa., contained 8,000 gallons of nitric acid. Some of the acid was thought to have flowed into Starrucca Creek, which in turn flows into the Susquehanna River, the source of Binghamton's water. Cause of the derailment was not determined. No one was reported injured. Wreckage was expected to be cleared by 8 o'clock tonight. D&H trains were being rerouted over Erie-Lackawanna tracks.

Jon C. Burdick: *Remember Susquehanna Pa:* This bad train derailment from January 1963 happened about a mile south of the Bucks Falls Switchback area between Starrucca and Thompson.

Comment from S. R. Powell: "Here is a photograph of the wreck site that was taken by Evelyn Toms (nee Frisbie) of Thompson. This is one of six photographs of this wreck that are given in "The Jefferson Branch of the Erie Railroad", pp. 128-130, by S. Robert Powell."



Norm Dickey: I remember that, some of the cars had whole kernel corn; Bucks farm somehow got the corn and ground it for cow feed!

Sue Lynch Evans: I remember this. There was also coal in some of the cars.

95. Photo of the Gravity Slope Breaker from Mike Bischack, July 14, 2021: “I thought you might like this photo. My daughter Katie was looking for some info on the Gravity Slope breaker and I came across this photo in my collection. It was from a report on culm piles for the Hudson Coal Co. in March of 1916.”



For additional information on the Gravity Slope Colliery, see S. R. Powell’s Volume XVIII: *D&H Breakers*, pp. 182-185, 209.

96. *Remember Susquehanna* Facebook page, posted by Jon C. Burdick: “In 1907 Ararat was a bustling little railroad town, there is nothing there now but a rail trail.”

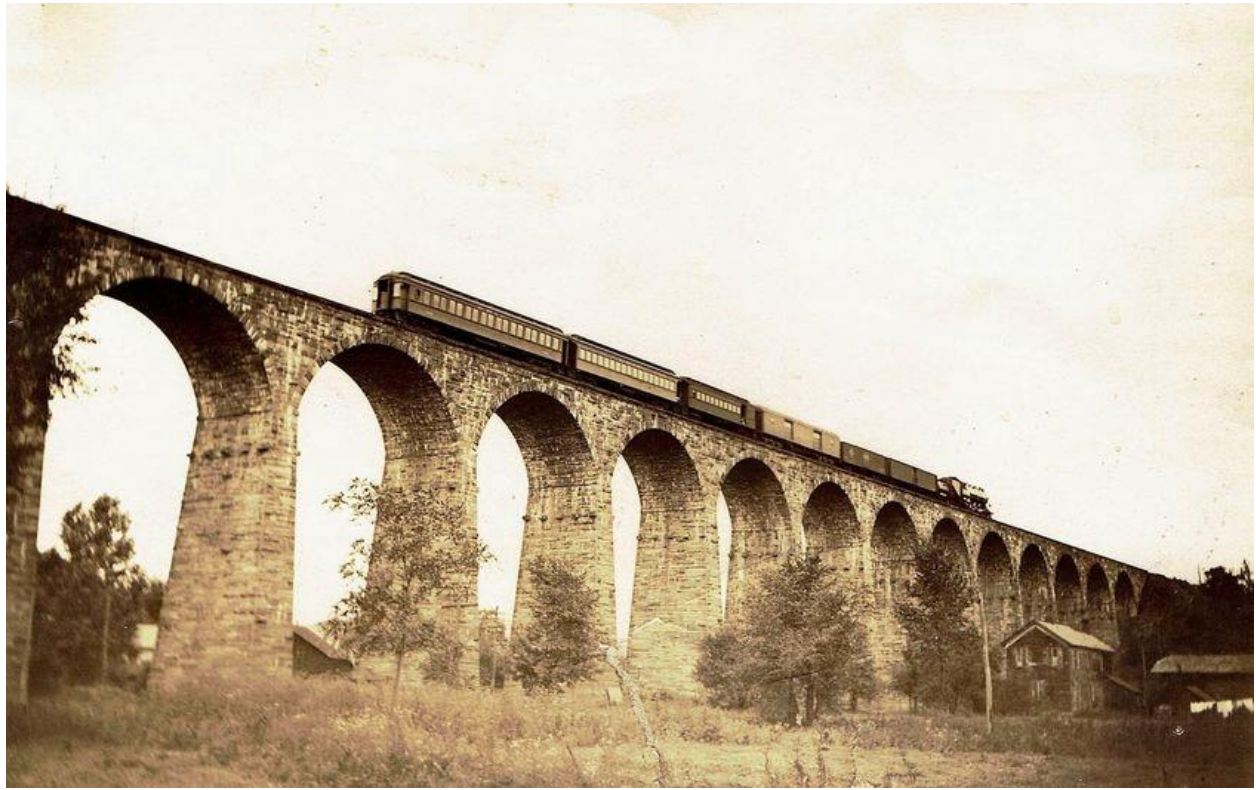


This photo was posted on the *Remember Susquehanna* Facebook page and reposted on the Delaware and Hudson Facebook page by John Cudo.

97. Early view of Starrucca Viaduct, Facebook, July 17, 2021:

Jon C. Burdick: *Remember Susquehanna*: “Rare photo of a passenger train going over the Starrucca viaduct; from a distance, the engine resembles a 1920s type design but not sure.”

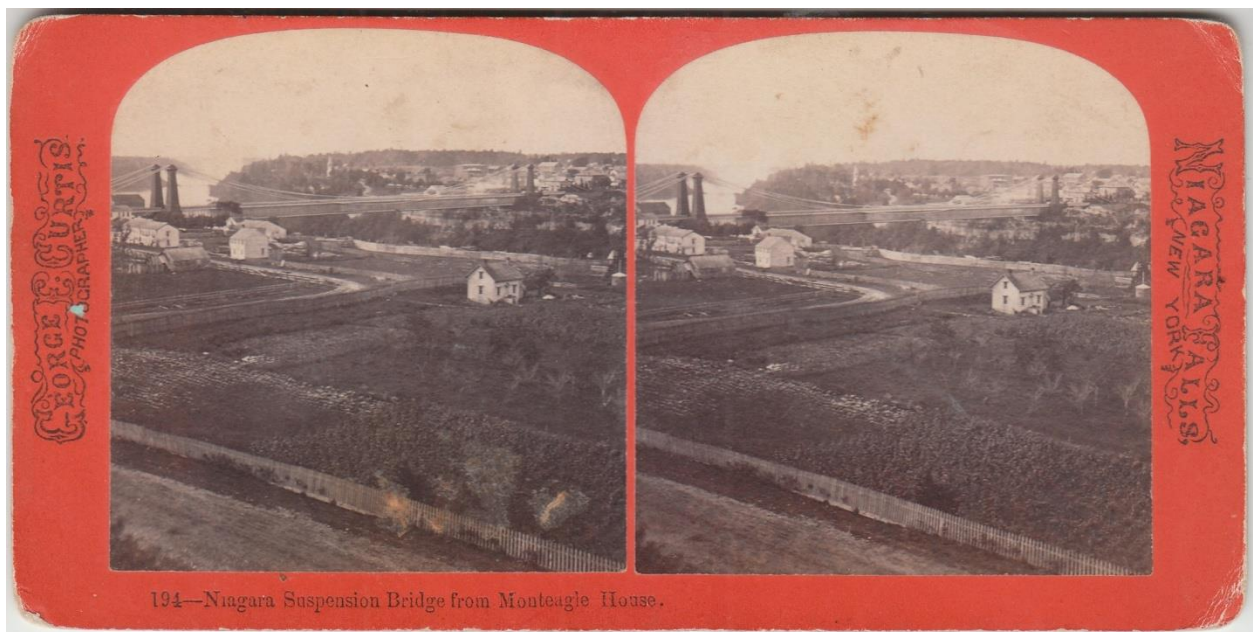
This photo was reposted on the Delaware and Hudson Facebook page by John Cudo.



98. Roebling’s Niagara Suspension Bridge was the first working suspension railway bridge. Roebling completed his Delaware River Aqueduct for the D&H in 1850. In the following year, he began working on this bridge over the Niagara River.

This bridge, built in the period 1851-1855, was Roebling’s seventh suspension structure, and the first working suspension railway bridge. It was a double-deck structure--the lower deck was for passengers and carriages; the upper for railroads (4 rails served three different roads). The maximum speed for railroads on the bridge was 5 mph.

Roebling's bridge was supported by two limestone towers on each side of the gorge. These Egyptian-style towers stood 88 feet (27 m) tall on the American shore and 78 feet (24 m) tall on the Canadian shore. With their foundations 28 feet (8.5 m) in the earth, the limestone structures could support up to 12 million pounds (5.4 million kg). Four 10.5-inch (27 cm) thick main cables held up the bridge; two cables ran through iron saddles at the top of each tower. Each cable comprised 3,059 wires that were spun with Roebling's patented technique used in his Allegheny Suspension Aqueduct. The ends of each cable were secured to 6-square-foot (0.56 m) cast-iron plates sunk 20–30 feet (6.1–9.1 m) deep in the bedrock. Support lines hung down from iron clamps that encircled the main cables, and held up the decks. Deep trusses—never before seen on a large suspension bridge—lined the sides of the bridge, and joined the two decks so that the structure looked like a cage. The trussed sides and the upper and lower decks, which spanned 825 feet (251 m), formed a "hollow straight beam," reinforcing the rigidity of the bridge. The Suspension Bridge was further stiffened by guy-wires which ran from its upper deck to the top of its towers.

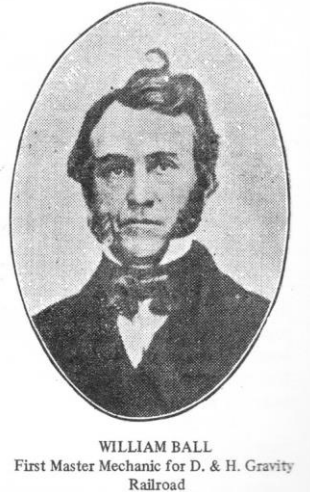


George Curtis photograph “194--Niagara Suspension Bridge from Monteagle House.”

99. Photo of William Ball in 1969 *Carbondale Commemorative Booklet*:

William Ball came to Carbondale from New York City to supervise the installation of the stationary steam engines on Planes Nos. 1-5 of the Gravity Railroad, and then served as Engineer at Plane No. 1, and Chief Engineer, Superintendent of Motive Power, and Master Mechanic (see SRP's D&H Volume I, pp. 122-123).

The only photograph of William Ball that we have ever seen is in the 1969 *Carbondale Commemorative Booklet*. That photograph is given below:



In that same commemorative booklet (in which the pages are not numbered) we read: **“SLIGHTLY POLITICAL.** Mr. Ball, who was an old time Whig had more political statistics than any man in the town [of Carbondale]. He was the equal of Horace Greeley or Thurlow Weed and was authority in locating most congressmen of his time and their doings. Mr. Ball came here from New York to erect the engines of the Gravity road on this side of the Moosics [Planes Nos. 1-5] and stayed as master mechanic for the [D&H] company. . . William Ball died in 1859, after being with the company for 30 years. While a believer in strict discipline he had the reputation of never discharging a man. He was the first clerk of the [Carbondale] common council.”

100. Milo Gardner’s D&H lantern, on Facebook, July 25, 2021:

Aaron Matyjasik, from Virginia, asked a question in the Delaware and Hudson Railroad *Facebook* group: “Just cleaned up this Dressel lantern marked for the D&H (with soldered on tag as most Dressels are for D&H). Of interest is the brass tag with I’m assuming the employees name who owned the lantern. Who was Milo Gardner?”



Comment by S. Robert Powell: “Milo Gardner, 80 Cemetery Street, Carbondale, started to work for the D&H on April 10, 1876, and worked for the D&H for 48 years and 21 days. On April 23, 1882, he was promoted to the position of engineer. He 'drew' the J. B. Van Bergen and was assigned to pusher service on the Jefferson Branch. At that time, at the age of 23, he was the youngest man at the throttle of a Pennsylvania division locomotive. A biographical portrait of Milo Gardner was published in the February 15, 1925 issue (pp. 3-4, 13) of "The Delaware and Hudson Company Bulletin" Milo Gardner married Harriet Curtis. They had two daughters, Edith and Gertrude.” This post by SRP got 27 “likes” from Facebook readers.

Note by S. R. Powell (not published on *Facebook*): Through the family of Milo Gardner’s wife, Harriet Curtis, I am related to Milo Gardner. I knew well for many years his daughters, Edith and Gertrude, who gave this lantern, a treasured family possession which belonged to their father, to a member of the Gardner or Curtis family. Following the death of Edith and Gertrude Gardner, the despicable person to whom the Milo Gardner D&H lantern was given by Edith and Gertrude Gardner then sold the lantern, which is now owned by Aaron Matyjasik from Virginia.

Aaron Matyjasik bought the lantern “from someone in Missouri of all places”.

Jesse Gardner, 38 Spring Street, Carbondale, contacted Aaron and offered to buy the Milo Gardner lantern. Aaron came to Carbondale for the Key, Lock and Lantern convention at the Hotel Anthracite on August 14 and sold the lantern to Jesse, both of whom came by the sales table where SRP was stationed at the KLL convention.

The lantern can be seen, in front of SRP, at the KLL convention in the photo given below. Jesse is there, too, crouching down, as we both admired the lantern. Aaron is also in the photo (gray T-shirt and green walking shorts). He came over to my table with Jesse to meet me and to thank me for the “great caption” on Milo Gardner that I wrote when the photo of the lantern was posted on Facebook (and where it was very popular with Facebook viewers, with a huge number of “hits”).



101. John V. Buberniak’s book on the D&H is presented in its entirety in SRP’s Volume XXIV, parts 2 and 3. On John Buberniak’s birthday, July 25, SRP posted on Facebook, in 2021, on the Delaware and Hudson page, the photo of John that is given below.



“John V. Buberniak (1965-2018) had a life-long interest in the Delaware and Hudson Railroad. His in-depth knowledge of the D&H Gravity Railroad, the steam lines of the D&H, the mining operations of the D&H, and the corporate history of the D&H is the foundation of his 769-page book titled "The President, Managers and Company of The Delaware and Hudson Canal Company A Compilation of Historical, Pictorial and Biographical Records of the Officers and Management from 1825 to 1982," which was published in 2007. (An electronic copy of that book is Parts 2 and 3 of S. R. Powell’s 24-volume history of the D&H.) John, as a teenager, was a frequent visitor to Carbondale D&H Roundhouse, in which, in the 1980s, derelict busses were stored. John is shown here, as a teenager, “driving” one of those busses.”

102. In the summer of 2021, Larry Rine (Lebanon, NH) bought two issues of *The Delaware and Hudson Company Bulletin* (November 15, 1927 and December 15, 1927) that are not among the 225 issues of *The Delaware and Hudson Railroad Bulletin* in the collection of the Carbondale Historical Society that were donated by S. R. Powell to the Bridge Line Historical Society for inclusion in the UAlbany Archives. Those two issues will be scanned and added to the UAlbany Archives in the coming months.

Two articles of special interest to us in this present endeavor (named below) are in the November 15, 1927 issue:

--“His, A Family of Railroaders” (pp. 343-44, 54): article about Spencer E. Courtright and family

--“Enjoyable Meeting at Carbondale” (pp. 349-350): article about the 34th quarterly meeting of The Delaware and Hudson Veterans’ Association in Carbondale on October 9, 1927

Notes on those two articles:

Spencer E. Courtright, a retired D&H conductor, from Nineveh Junction, NY, was born at South Canaan Corners, April 25, 1859:

- there were three generations of railroaders in the Courtright family
- his father, E. D. Courtright, was a trackman on the Pennsylvania Gravity Railroad
- his four brothers and two of his sons worked for the D&H; his brother John worked as a brakeman for about 30 years; his brother Nelson was a brakeman for many years on passenger trains Nos. 506 and 511, between Wilkes-Barre and Nineveh; his youngest brother, George, was killed on the Pennsylvania Gravity when he was 15 or 16 years old; his brother William worked in 1927 as a gateman at Archbald.
- his uncle, Zachariah Emory, was the engineer on "The Saratoga," between Vine Street in Scranton and Nineveh
- he became a wiper in the Green Ridge Roundhouse in March 1879; he was assigned the care of the passenger engine the *C. R. Manville*; he was later named a freight conductor by S. A. McMullen, and in 1895 was promoted to a passenger conductor

The Delaware and Hudson Veterans' Association meeting in Carbondale on October 9, 1927:

- meeting attended by 200 people (members, their wives, and friends) in Trinity Church Parish Hall; those from North of Carbondale made the trip on a special D&H train, with dining car service, furnished by D&H management
- C. A. Morgan was superintendent of the Pennsylvania Division at the time
- the meeting opened with the members standing and singing one verse of *America*, following which they repeated the Lord's Prayer in unison

Here, then, are those two articles from the November 15, 1927 issue of *The Delaware and Hudson Company Bulletin*:

"The D.H."
The
"The D.H."

DELAWARE AND HUDSON COMPANY

BULLETIN

Vol. 7

Albany, N. Y., November 15, 1927

No. 22

His, A Family of Railroaders

*Father, Brothers and Sons of Veteran Conductor Also Chose the Railroad for a Career
During the Period Elapsing Between Gravity Days and the Present*

ENGLAND, and some other countries it may be, has its families wherein military rank and titles are the heritage of succeeding generations, and America has its railroad families the men folk of which for three generations at least have devoted their time and effort to the development of our rail lines and the business that courses over them.

In the family of SPENCER E. COURTRIGHT, of Nineveh Junction, N. Y., a retired conductor, we find an instance of the latter kind. His father was a trackman on the old Pennsylvania gravity railroad between Hawley and Dunmore, Pa.; he and four brothers became employes of The Delaware and Hudson; and later two of his sons were in the Company's service.

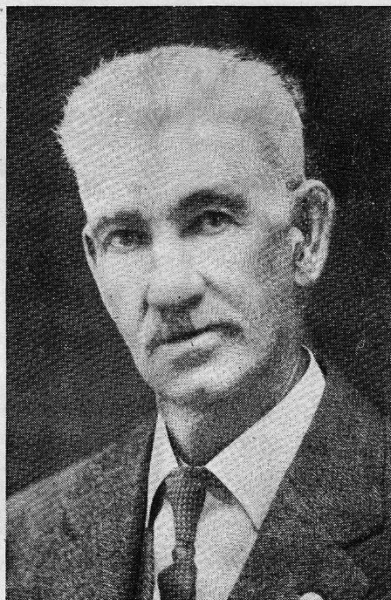
He enjoys the distinction, also, of being one of the great army of men which Wayne county, Pennsylvania, has reared for railroad work. He was born at South Canaan Corners, April 25, 1859, third oldest of seven children of the late E. D. Courtright. Zachariah, the oldest of the family, was killed in 1874 while working as a brakeman at the foot of "G", at Olyphant; John, who was employed as a brakeman for about thirty years, is now

engaged in farming in Alabama; Nelson, who died in 1905, was also a brakeman and for many years was on passenger trains Nos. 506 and 511, between Wilkes-Barre and Nineveh; George, the youngest of the family, was killed on the Pennsylvania gravity when he

was fifteen or sixteen years old; and WILLIAM, second oldest, is now employed as a gateman at Archbald.

Hawley, at the time his father was employed on the Pennsylvania gravity, was a terminus of much the same importance as Honesdale was to our gravity road. There in summer time coal was unloaded from gravity cars into our canal boats or in winter stored to await the opening of the canal in the spring, the light cars returning to Dunmore or Pittston.

His school days were passed in a little red school house at South Canaan Corners and at the "Stone Jug," so named because the building was constructed of stone in circular formation. When he was eleven years old his parents moved to Jefferson, Lackawanna county, Pennsylvania, where his father was given charge of a mile of track on the Pennsylvania gravity, and it was there that he "broke into" railroad work, his first experience being



SPENCER E. COURTRIGHT

that of getting up at 2 o'clock on winter mornings to assist in clearing the track of snow so that the little gravity cars might run. If there had been a light fall a board notched to fit over a rail and having a handle was used to push the snow away, otherwise it had to be shoveled. When particularly light the brakemen on the head end carried a broom which was allowed to ride upon the rail, a practice our own gravity employees will readily recall.

From then on his summers were passed among the farmers of the neighborhood, whom he assisted in their work, and in winter he attended school. One winter he was employed in a clothes-pin factory at Maplewood, on the Pennsylvania gravity, near No. 20. Then in 1877 he went to Providence, near Scranton, where he was employed by a wealthy lady while he attended school No. 25 in Scranton, and it was from there that he went to the roundhouse at Green Ridge as a wiper in March, 1879, through the efforts of an uncle, Zachariah Emory, then the engineer on "The Saratoga," a passenger train running between Vine Street, Scranton, and Nineveh.

Sam Dotter was the master mechanic at Green Ridge in those days. The roundhouse was the same building that is now being used, half of it being occupied by the Central Railroad of New Jersey. The Delaware and Hudson operated south of Scranton only in connection with its mines as that part of the road was then being used by the C. R. R. of N. J., under a lease.

The roundhouse force comprised Tom Kennedy, a brother of Jim, Mike, Frank and George Kennedy, all of whom were also employed by The Delaware and Hudson; Tommy Glenn, Dan Pace and Ed. Wagner. Five or six locomotives were kept there and among these he was given the care of the *C. R. Manville*, a passenger engine. He also assisted Pat Hearn, a machinist at Carbondale, who was sent to Green Ridge each night to look after the rods, wedges and other essential parts of the locomotives that might be there, and did extra firing. His first trip in the latter capacity was made with HOMER HUTCHINS, from Green Ridge to Carbondale.

The greater part of his work was done nights and the pay was ninety cents for twelve hours. Locomotive firemen were required to bore out the dues of their engines every two weeks and for this work were allowed a day's shop pay per month. By doing this work for those who did not care to undertake it he was able to increase his earnings to the extent of seventy-five cents for each engine that he took care of in this manner.

While battling the dirt and grease that accumu-

lated on the running gear of the *Manville* during a road trip, he found it pleasant to picture himself as a regular fireman. Had he known it at the time those dreams would not have been so inspiring for they were to be rudely shattered ere they could materialize. About the time that he should have been promoted to a fireman, in keeping with practices then in vogue, he was informed by S. A. McMullen, then assistant superintendent, whose duties corresponded with those of our trainmasters of today, that he was planning to make a conductor of him. This was a great surprise to him, but he acceded and as further roundhouse experience was unnecessary he gave up his position as a wiper to allow the son of Henry Ross, a track foreman, to take it because he was physically unable to perform other work, and he in turn became a trackman and did extra braking.

His first conductor was "Cal" Westcott, known to the boys of that time as "Bootjack," who afterward was killed in a railroad accident in Chicago, or Otto Myers, he don't remember which. Then in March, 1881, he got a regular job braking with D. B. ROBBINS, now a passenger conductor, on a mine run from Carbondale to Mill Creek (now Hudson), and was so engaged when five years later, or in 1887, he was promoted to a conductor. Meanwhile he ran extra when ROBBINS was off. In the matter of dollars and cents and in hours he was a loser as the result of his promotion since, as a brakeman, he had been receiving \$2.55 for eleven hours work and as a conductor received only \$2.25 and many times was on duty as many as eighteen hours.

When promoted, he was given the first night yard engine used at Carbondale. His work was to make up two trains and do the switching on the shop and commercial tracks, after which he would make a trip to the breaker at Jessup if time permitted. Peter Vandermark was his engineer; CHARLES SCHUSTER, the fireman; AL OWENS, now pensioned and residing at Otego, and Jack Hogan, the brakemen. The engine was the No. 26.

After a year at yard work he took a local freight run in 1887, Carbondale to Wilkes-Barre, and OWENS succeeded him on the yard job, but two months later traded jobs and went back into the yard. Later he was taken to run the "10:30 coal," Carbondale to Nineveh. At that time there were the coal 5's, 7's and 9's, regular trains, and the 10:30's and 5:30's, which ran as wild cats. His engineer on this run was Ben Thomas. He next held a regular run between Carbondale and Mill Creek, Leggett's Creek and the Marvin breaker for five years, working extra, meanwhile, on the 10:30 or 5:30 wild cat—as needed.

(Turn to Page 354)

The Delaware and Hudson Company Bulletin

His, A Family of Railroaders

(Continued from Page 344)

In 1895 he was promoted to a passenger conductor and moved to Nineveh from which place he ran a through freight train to Carbondale, carrying, however, a passenger coach and stopping wherever passengers were to be taken on or discharged. This run he held for about fifteen years when it was terminated at Brandt and became a local freight and passenger run, with a middle run to Windsor with a milk train, and this he continued to hold for about sixteen years or until pensioned on May 1, 1925.

He can point to two exceptionally long records with individual employees of the Company. For thirty-two years "Bart" Pratt, now dead, was either his fireman, engineer, brakeman or baggageman, while JOHN BRYDEN, also of Nineveh Junction, who at the time he was pensioned had been on the Nineveh-Carbondale and later Nineveh-Brandt run for forty-two years, had pulled him for thirty years.

On one occasion he stared death squarely in the "face," but escaped with a crushed foot. This happened on August 29, 1882. Engines then used in switching gravity cars at Carbondale were equipped with extra bumpers as a rule, but on this occasion the engine had none and in stepping where the bumper should have been he lost his balance and fell between the rails. Afraid of be-

ing dragged to death he attempted to push himself from under the train with the result that his foot was caught under a wheel. Fortunately, however, he was thrown clear of the track when his foot was released. He was off six months and one day while recuperating and was obliged to work the remainder of his career, or about forty-three years, with a crippled foot. On two other occasions he was injured but not so badly.

On May 13, 1882, he married Helen Florence Chambers of Chinchilla, a village near Scranton, and to them four children were born. A son died in infancy; another son, Earl, was killed at Cobleskill while employed by the Company as a locomotive fireman; and still another son, Roland, also a locomotive fireman, was the victim of a murderous assault. The other child is Mrs. Helen Florence Bunce, whose husband is night yardmaster at Nineveh, and it is with them that he makes his home, Mrs. Courtright having died eleven years ago.

He is a member of The Delaware and Hudson Veterans' Association, Order of Railway Conductors, Division No. 156, of Carbondale, of which he is past chief conductor; Lackawanna Encampment, I. O. O. F., No. 16, of Carbondale and one of its past chief patriarchs; Celestial lodge, No. 482, I. O. O. F., of Scranton; and the Lodge of Elks, No. 852, of Binghamton. He is also a member of the Methodist Episcopal church of Harpersville, N. Y.

Enjoyable Meeting At Carbondale

Last Get-Together of The Delaware and Hudson Veterans' Association This Year Is Marked by a Large Attendance and a Wealth of Good Fellowship

THIS is the pleasure I get out of my membership in this Association," Anthony M. Banks, an inspector for the Interstate Commerce Commission, told the members of The Delaware and Hudson Veterans' Association on the occasion of their fourth quarterly meeting which was held at Carbondale, Pa., on Sunday, October 9, as he explained how he had made a special effort to attend the meeting in order that he might meet and shake the hands of those with whom he had been associated while employed by The Delaware and Hudson Company. He left the service with twenty-three years' rights as a locomotive engineer. In conclusion, he declared: "I heartily approve of this Association and hope and trust that in the quarterly meetings to come I may have the opportunity of again saying 'Hello!'"

Evidently two hundred other folk, members and their wives and friends, felt as did Mr. Banks. Nearly every available seat in Parish hall was occupied and many were standing in the rear of the room. These people were from Carbondale and from points between Wilkes-Barre, Pa., and Albany, N. Y. A few members from the Saratoga division were also present. Those north of Carbondale had made the trip on a special train, which combined dining car service, courteously furnished by the Management.

PRESIDENT W. C. GURNEY, of Binghamton, presided, and seated on the rostrum with him and SECRETARY W. J. HILL, were C. A. MORGAN, superintendent on the Pennsylvania division; M. F. LEAMY, superintendent on the Susquehanna division; L. F. PERRY, assistant to the general traffic manager; L. E. CORBETT, rules examiner on the Saratoga and Champlain divisions, and N. S. BURNS, rules examiner on the Pennsylvania division, who are members of the executive committee; E. R. SAMPSON and GEORGE LORENZ, vice presidents; J. B. SAMPSON, former secretary of the Association, and Mr. Burns.

The meeting was opened with the members standing and singing one verse of "America," following which they repeated the Lord's Prayer in unison. MR. BURNS thereupon extended the greetings of the mayor of the city and welcomed the veterans to Carbondale in a way that must

have made them feel that their presence was in every way desirable. PRESIDENT GURNEY then mentioned the presence of D. B. ROBBINS, a passenger conductor on the Pennsylvania division whose more than sixty-two years of service entitle him to be known as the dean of our employes, and in response to a request that those with more than fifty-five years of service stand, six veterans arose; when fifty-year men were called for, ten stood up; and the call for forty-year men brought no less than a score to their feet. Enthusiastic applause greeted each group in its turn.

Followed then the roll call of officers, the reading of the minutes of the previous meeting, and the reports of the secretary and treasurer, and the executive and finance committees. An invitation to plan a joint memorial service with Delaware, Lackawanna and Western Veterans at Binghamton, on December 11, was referred to the executive committee for such action as it might consider proper.

SECRETARY HILL next read such letters of correspondence as should be brought to the attention of the members, following which the names of members who had died during the time intervening between meetings were called and as a tribute of respect to these departed brothers the assembled Veterans stood a minute in silent prayer and while Edmond Byrne, at the piano, played "Lead Kindly Light." The names of these deceased members are as follows:

PENNSYLVANIA DIVISION—John P. Smith (July 25); Reuben S. Johnson (July 30); Horace G. Frear (August 4); J. W. Turner (August 11); and C. A. Kase (September 14).

SUSQUEHANNA DIVISION—Fred A. Walker (August 18); William G. Mickle (September 7); and Vernon L. Bartow (September 14).

SARATOGA DIVISION—William F. Hammond (August 10); and Hugh J. Davies (September 11).

FREIGHT DEPARTMENT—S. Y. Baldwin, general agent, Montreal, Canada.

New members voted into the Association were as follows:

PENNSYLVANIA DIVISION—Clement Vigliotti, Andrew Leo, Charles Siebold, and Henry Buckert.

SUSQUEHANNA DIVISION—Thomas E. Luce, John H. Cole, Daniel Madigan, John Nichols, Charles E. Dawson, Nicholas Cornell, Frank R. Rowe, Howard Osborn, Charles J. Warner, Frank N. Hickey, Fred R. Hayford, James Disney, Daniel J. Downey, John F. Mullin and Zeph Cole.

SARATOGA DIVISION—William B. Lytle, Joseph H. Brierly, Anthony Conway, Albert Baneroft, Edward J. Fitzpatrick, James E. Hull, Bazeen R. Gaige, George H. Myers, Arthur D. Wagar, Milo Hammond, Asa Robinson, Wilson L. Brown and Henry M. Carr.

CHAMPLAIN DIVISION—Mrs. Frances S. Bullen and C. H. House.

Under the head of "New Business," PRESIDENT GURNEY discussed in an intimate way the financial affairs of the Association and pointed to the need of bringing back memberships up to date. He also directed the secretary to send a letter of thanks to the Management for the special train and dining car service furnished for the convenience of the members residing north of Carbondale, and personally thanked MR. BURNS, MR. SAMPSON and all others who had contributed in making the meeting a success.

Mrs. Conroy was then introduced. She thanked MR. BURNS for his most cordial welcome and explained the aims of the Ladies' Auxiliary on the Susquehanna division and the reason for its organization. To the ladies on the Pennsylvania division she offered whatever assistance they might need in forming a similar unit.

Mr. Banks was the next speaker and his remarks, some of which we already have quoted, were friendly, indeed, and full of sentiment and inspiration.

The next speaker was MR. SAMPSON, who, among other things, expressed the hope that "this meeting will go down in our book of memory as one of the pleasant spots in life." In conclusion he reported the condition of FRANK "ROSY" BALL, pensioned conductor, who never before had missed a quarterly meeting or an annual outing. As an evidence of their esteem and best wishes the veterans thereupon raised a purse with which fruit and flowers might be purchased and sent to his home with their kindest regards.

A short entertainment program followed under the direction of MR. BURNS, who, however, was substituting for JOHN W. HOWARD, divisional car foreman, who had arranged it but who was unable to be present. Three bright youths, Joseph

Hart, Eugene Kleminsick, and Walter Flint favored the veterans with song, recitation and dance numbers, respectively, being accompanied at the piano by Master Byrne. JOHN GILLIGAN, yardmaster at Carbondale, followed and in introducing his number to the veterans, told them that he had been instructed to discuss "The Humorous Side of Railroadng," and this he did in a way to make them hold their sides as a matter of Safety First.

MR. PERRY then was introduced by PRESIDENT GURNEY. He told of his interest in the Veteran movement and how he felt that every member should feel proud of his place in the Association and put his shoulder to the "wheel" in order to get out of it all that "we" can. Pointing to the American flag draped over the table used by PRESIDENT GURNEY he declared that its lesson should be adopted by each member in his everyday life and by the Association, also. "I see in the flag the important lesson for the day," he said; "its colors, form, arrangement and what it means to all." The red he interpreted as indicating *fergency*; the blue, *constancy*; the white, *rectitude of conduct*; and the constellation, *unity of purpose*.

The last speaker was O. F. ROWLAND, construction engineer, who advanced the idea of making the Association more beneficial to its members by working out some plan of providing insurance in connection with individual memberships. He thanked the Management for its plan of group insurance and concluded his remarks by declaring, "once a Delaware and Hudson Veteran, always a veteran."

Thanksgiving

*I'VE got so much to be thankful for
That I haven't got time to wail,
So much that has brightened the path I tread,
So many kind things have been done and said,
Way over my backward trail,
That I haven't got time for a single whine
Because this morning may not be fine.*

*I've got so much to be thankful for
That never should I complain;
On the books of friendship are charged today
Large debts of kindness I cannot pay;
So what is the present rain,
And what are the woes of today compared
To the joys I've had and the joys I've shared?*

*So come what may in the future years,
A pleasant or stormy sea;
A sky of June or November gray
From a grateful heart I still must say
The world's been good to me;
And I still must say till my journey's o'er,
I've got so much to be thankful for.*

—Brotherhood.

103. Oil painting of John Wurts; posted on D&H Canal Museum Facebook page on August 13, 2021 by Bill Merchant:



“It was on this day, August 13, in 1792, that John Wurts was born. He was one of the four Wurts Brothers who were responsible for the creation of the D&H Canal and the D&H Gravity Railroad. He was the D&H Canal Company President from 1831 to 1858 and under his leadership the Company prospered. Shown here is a nineteenth century oil on canvas painting of him that most probably hung in a Delaware and Hudson Canal Company office. This painting is a recent addition to the collection of the D&H Canal Historical Society and will be featured in the new Museum that opens next spring.”

Bill Merchant: “The painting is unsigned! It was bought from Laura Wurts Schmatzl, a direct descendant.”

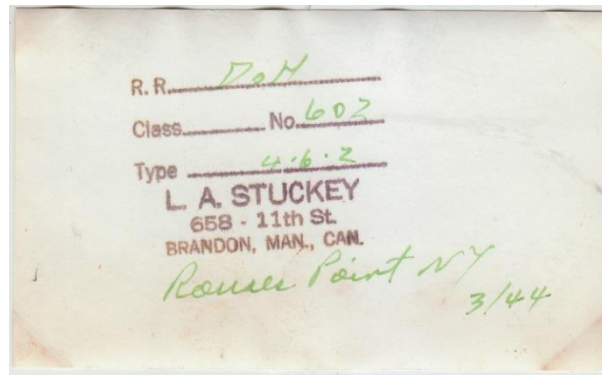
104. D&H Locomotive “Ajax”; posted on Facebook on August 19, 2021:



This is the only known photograph of *Ajax*. This photograph was offered for sale on e-Bay and we bid on it over and over. In the middle of the night August 19-20, the photo was sold, and our “maximum bid” was topped by another bidder. Not a problem. The photographic record, shown above, will suffice for our records.

105. D&H Locomotive No. 602 (4-6-2) at Rouses Point, NY, March 1944, photo by Lawrence A. Stuckey Photographer: Lawrence A. Stuckey, 658 11th Street, Brandon, Manitoba, Canada. Photo purchased by SRP on e-Bay in August 2021.

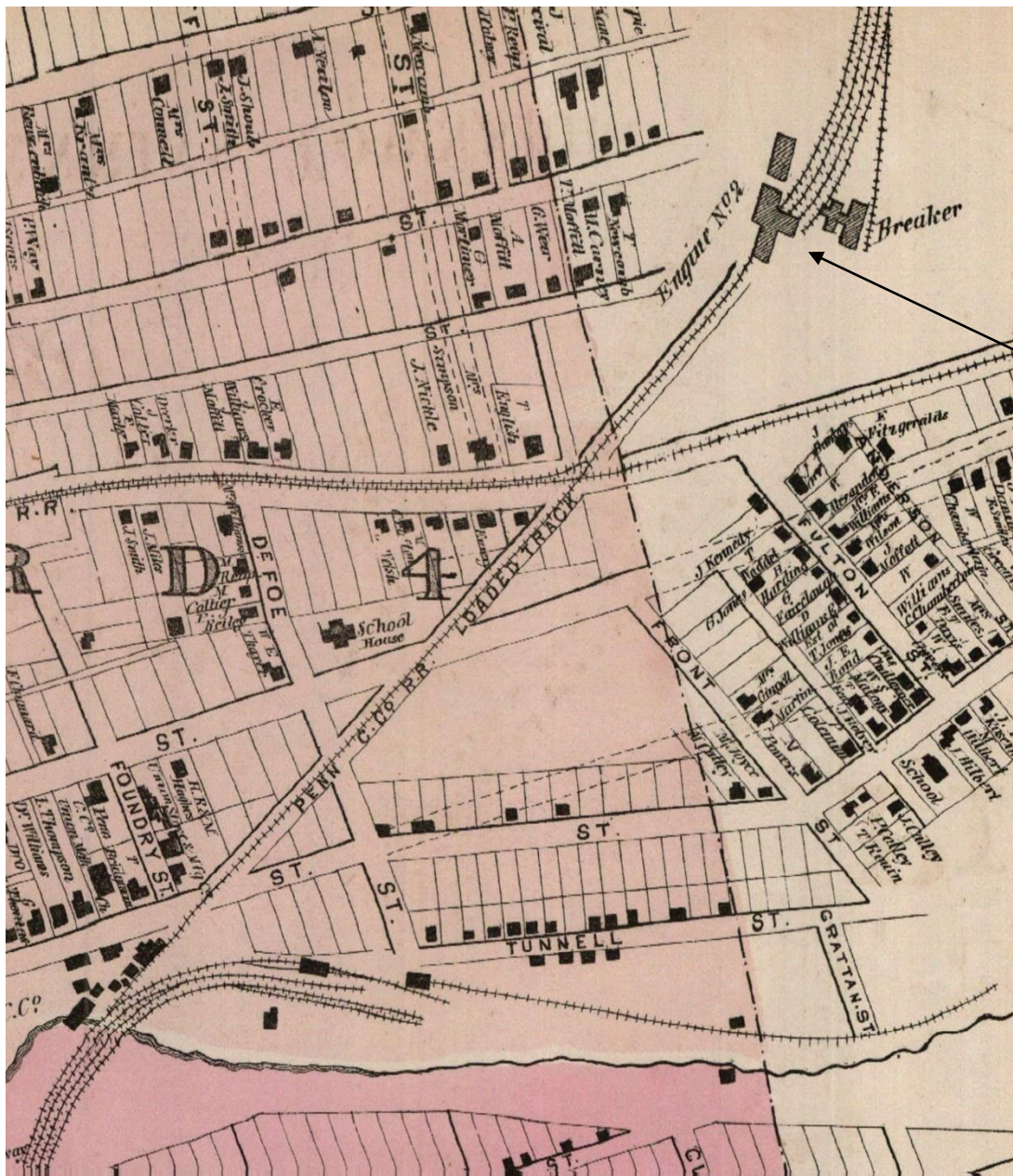




106. The D&H Canal at the Narrows of the Lackawaxen; photo posted on Facebook by Metrotrails on August 25, 2021. The retaining wall is 30 feet high. Very nice photograph. Never saw it before.

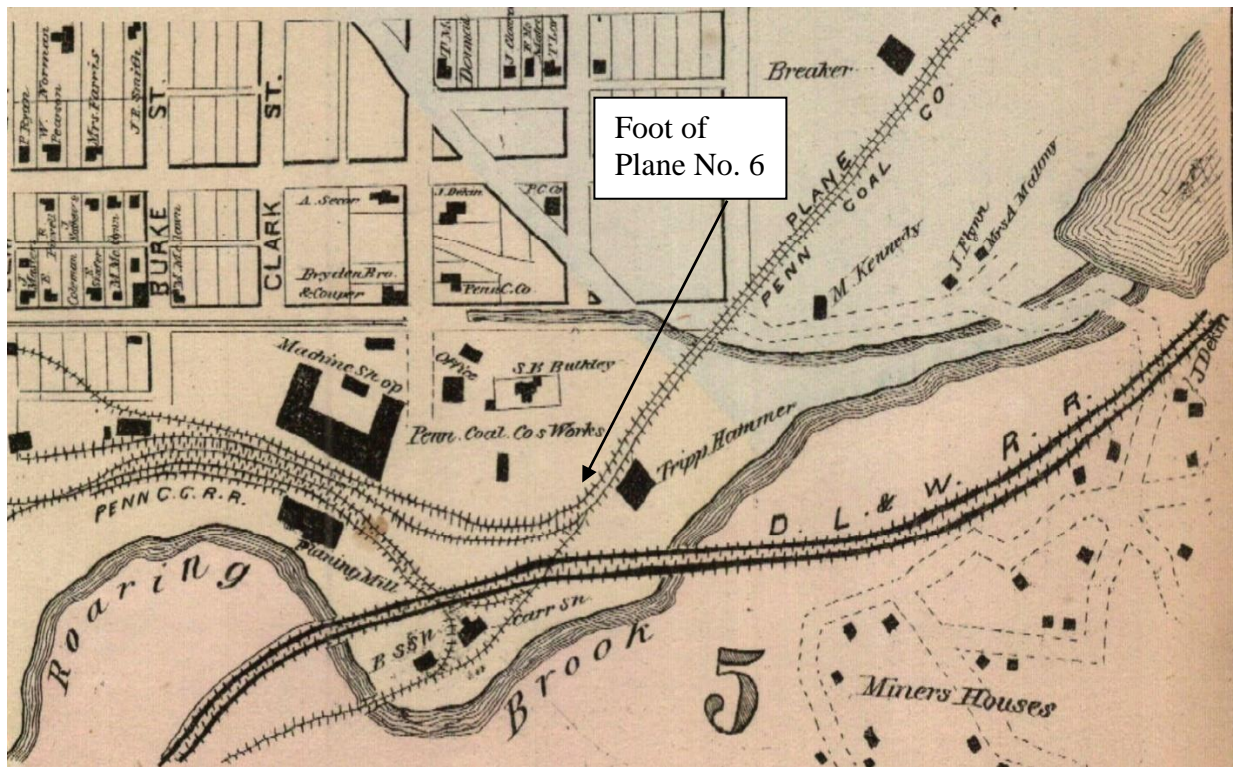


107. Eight details of the Pennsylvania Coal Company's Gravity Railroad from *Atlas of Luzerne County Pennsylvania* by D. G. Beers. Published in 1873 by A. Pomeroy & Co., 320 Chestnut Street, Philadelphia. The roadbed of the PCC Gravity Railroad, from the Susquehanna River to the border of Luzerne County with Wayne County, is shown in this map volume.

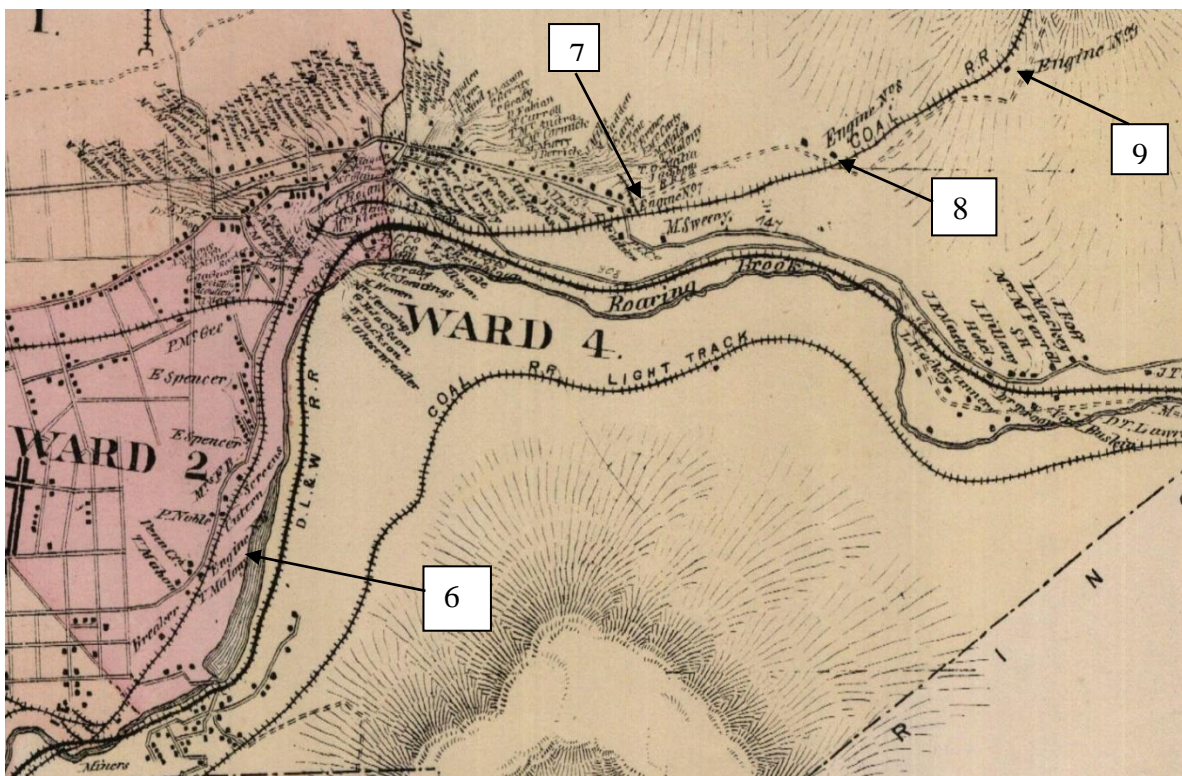


Head of
Plane No. 2

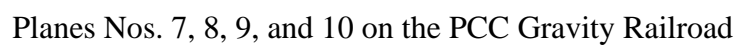
The engine house and breaker at the head of Plane No. 2 on the PCC Gravity Railroad.

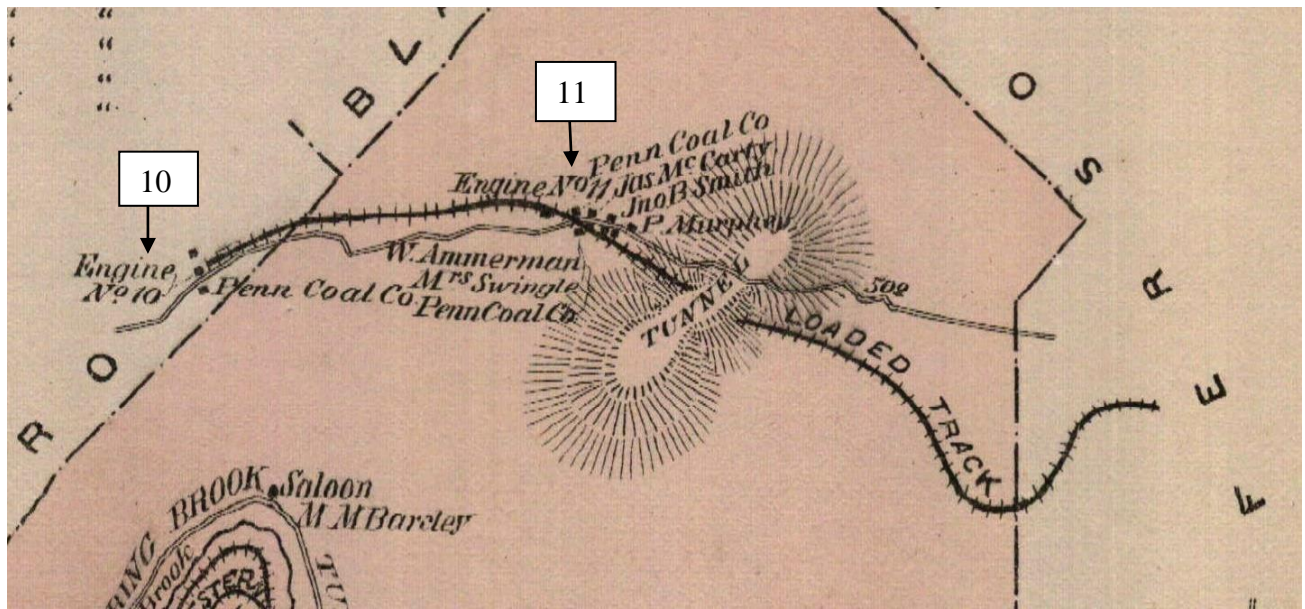


Foot of Plane No. 6 at Dunmore

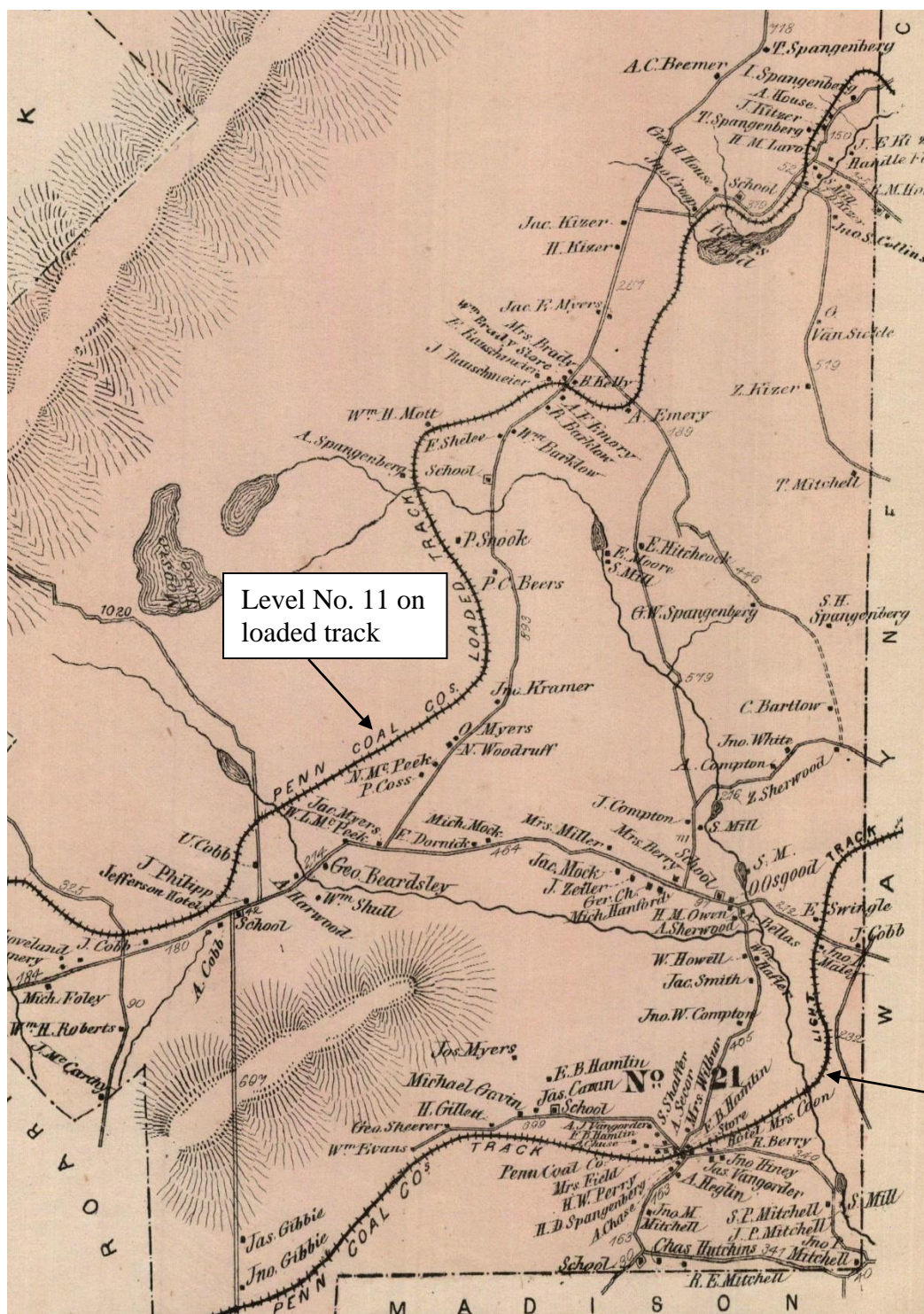


Head of Planes Nos. 6, 7, 8, and 9 on the PCC Gravity Railroad.



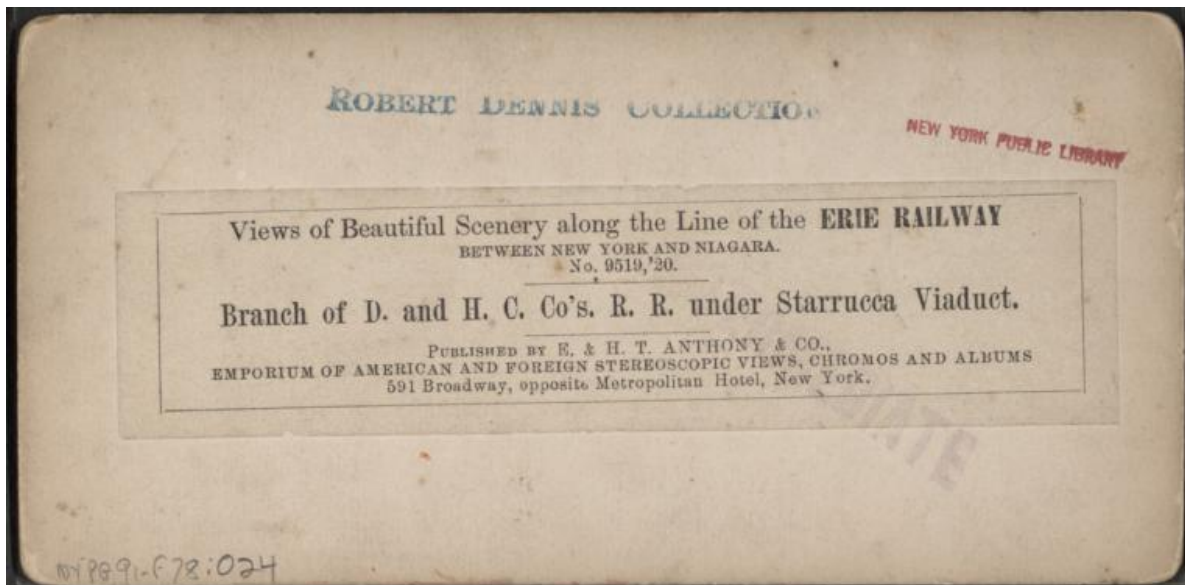
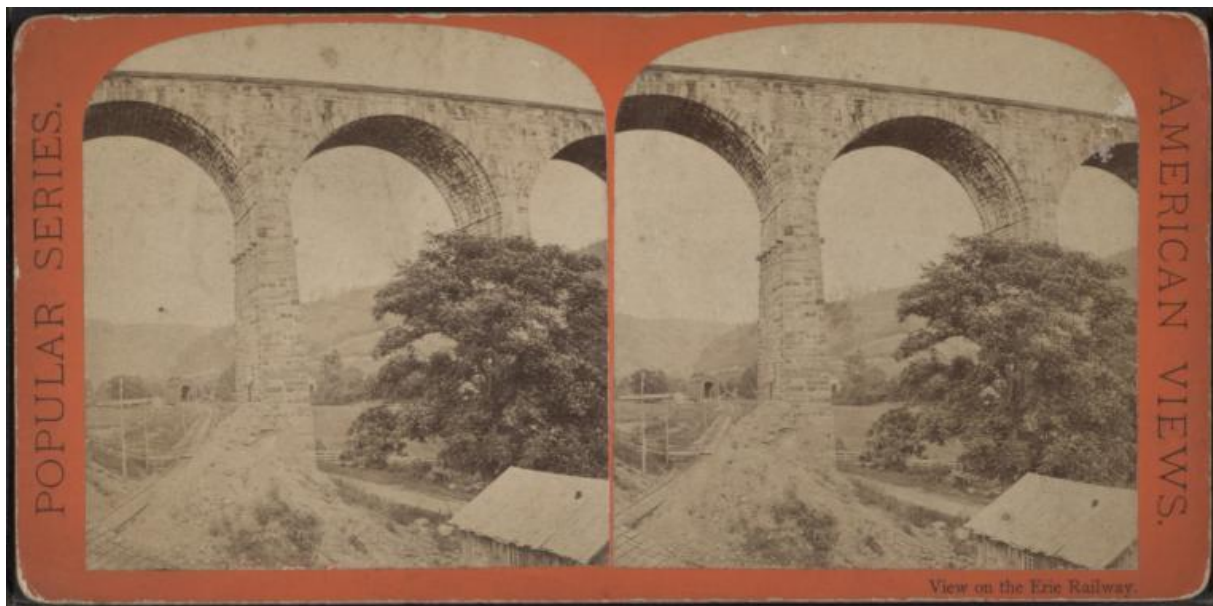


Engine House No.10, Engine House No. 11, and the beginning of Level No. 11 (with its well-known tunnel) are shown on this detail from the 1873 *D. G. Beers Map of Luzerne County*.



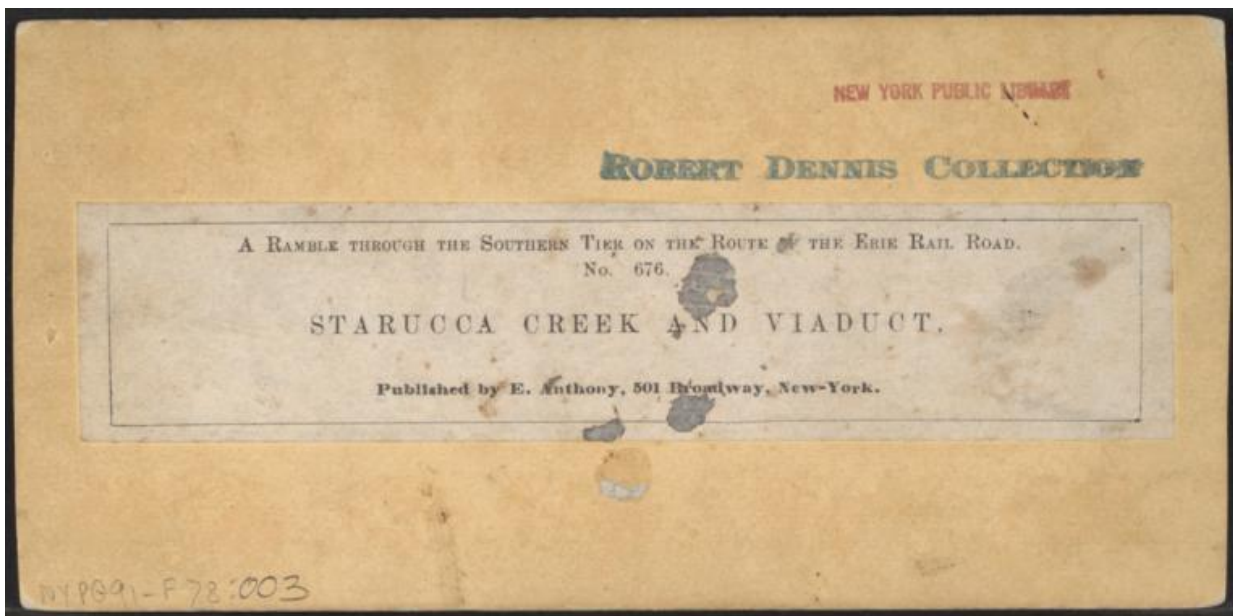
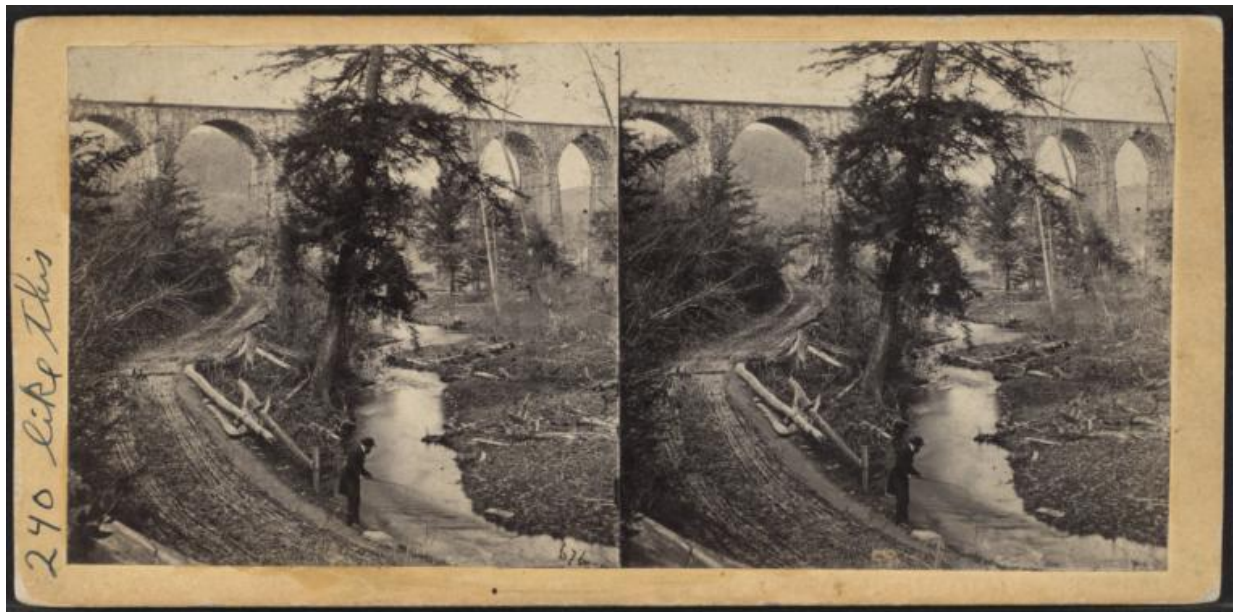
Section of Level No. 11 (loaded track) and Section of Level No. 21 (light track)

108. A copy of the E. & H. T. Anthony & Co. stereocard shown below (the original is in the Library of Congress) was posted on Facebook by Chris Murphy on 08-30-2021:

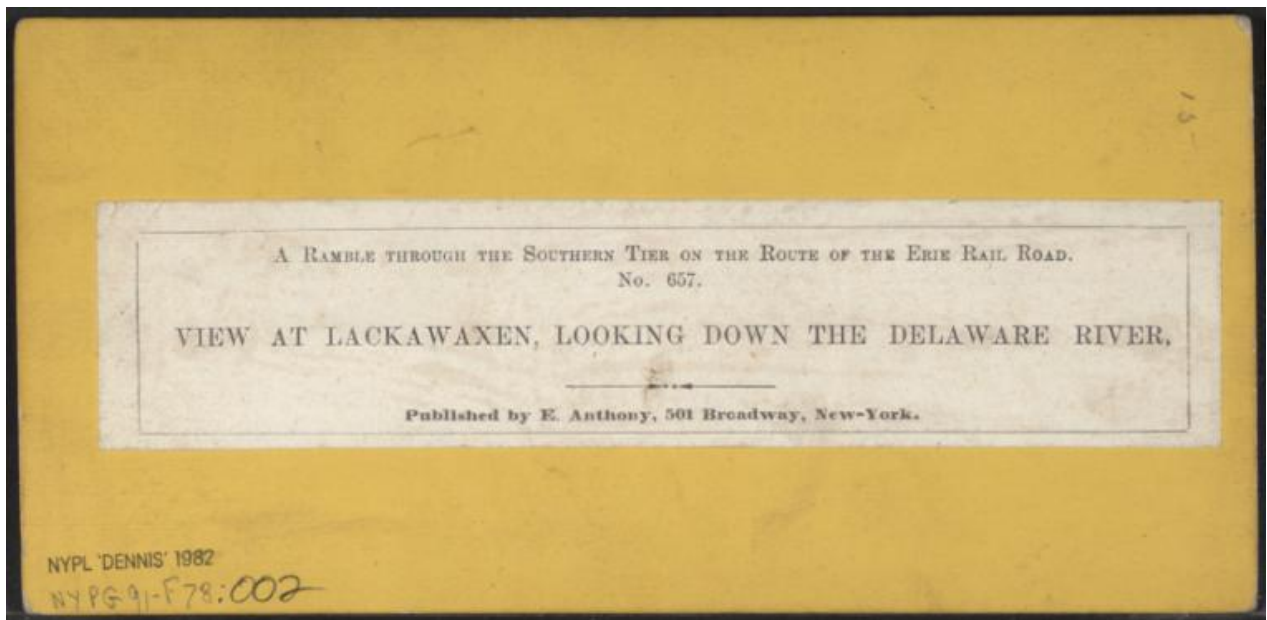


“Branch of D. and H. Co’s. R. R. under Starrucca Viaduct”

Two other Anthony stereocards, both in the Library of Congress and both with D&H associations, are known to exist. Shown below are copies of those two cards.



Starucca Creek and Viaduct. The D. and H. Co's. R. R. crossed over the Starrucca Creek, south of the Starrucca Viaduct. Note that "Starrucca" is misspelled on the E. Antony stereocard.



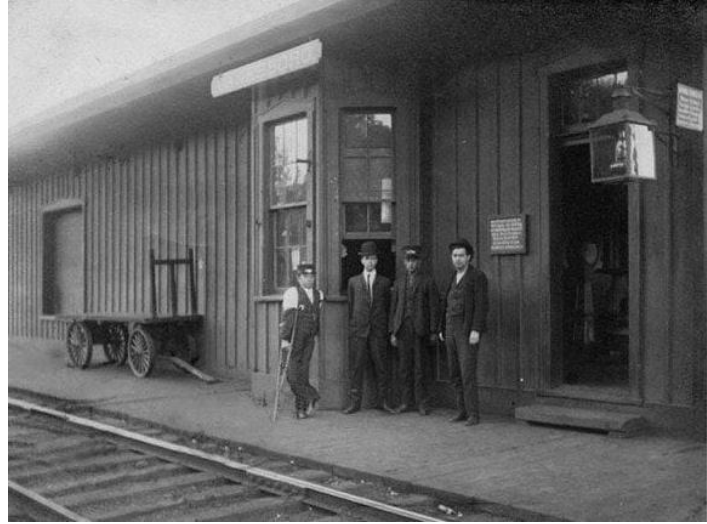
Roebing's Aqueduct over the Delaware River is shown in the background of this "View at Lackawaxen, Looking Down the Delaware River" that was published by E. Anthony in the series titled "A Ramble through the Southern Tier on the Route of the Erie Rail Road, No. 657"

109. *D&H Baseball Team in 1909*. Photo, in the Steamtown Archives, by Watson B. Bunnell, that was posted by Don Liotta in the Delaware and Hudson Facebook group. Bunnell was engaged in commercial photography for 30 years at 108 Adams Avenue in Scranton; later he was employed by Powell studio. Early in his photographic career he was the official photographer of the DL&W Railroad. Don Liotta reported that this D&H team played the Erie and Lackawanna teams in Scranton.



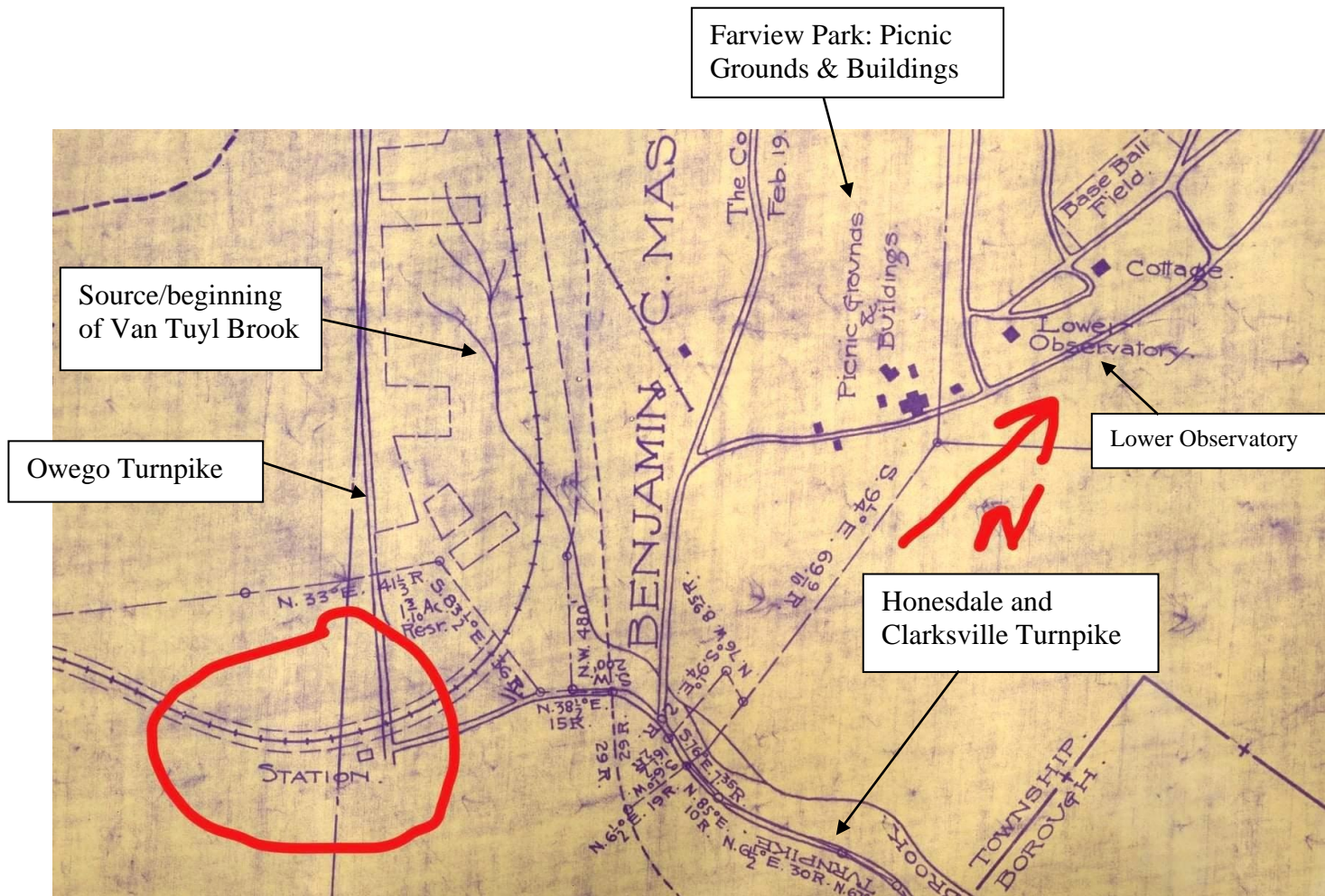
D&H Baseball Team in 1909. Photo, in the Steamtown Archives, by Watson B. Bunnell

110. The Lanesboro passenger and freight station on the Jefferson Branch of the Erie Railroad. These two photos were posted on Facebook, September 10, 2021, by Jon C. Burdick, *Remember Susquehanna*:

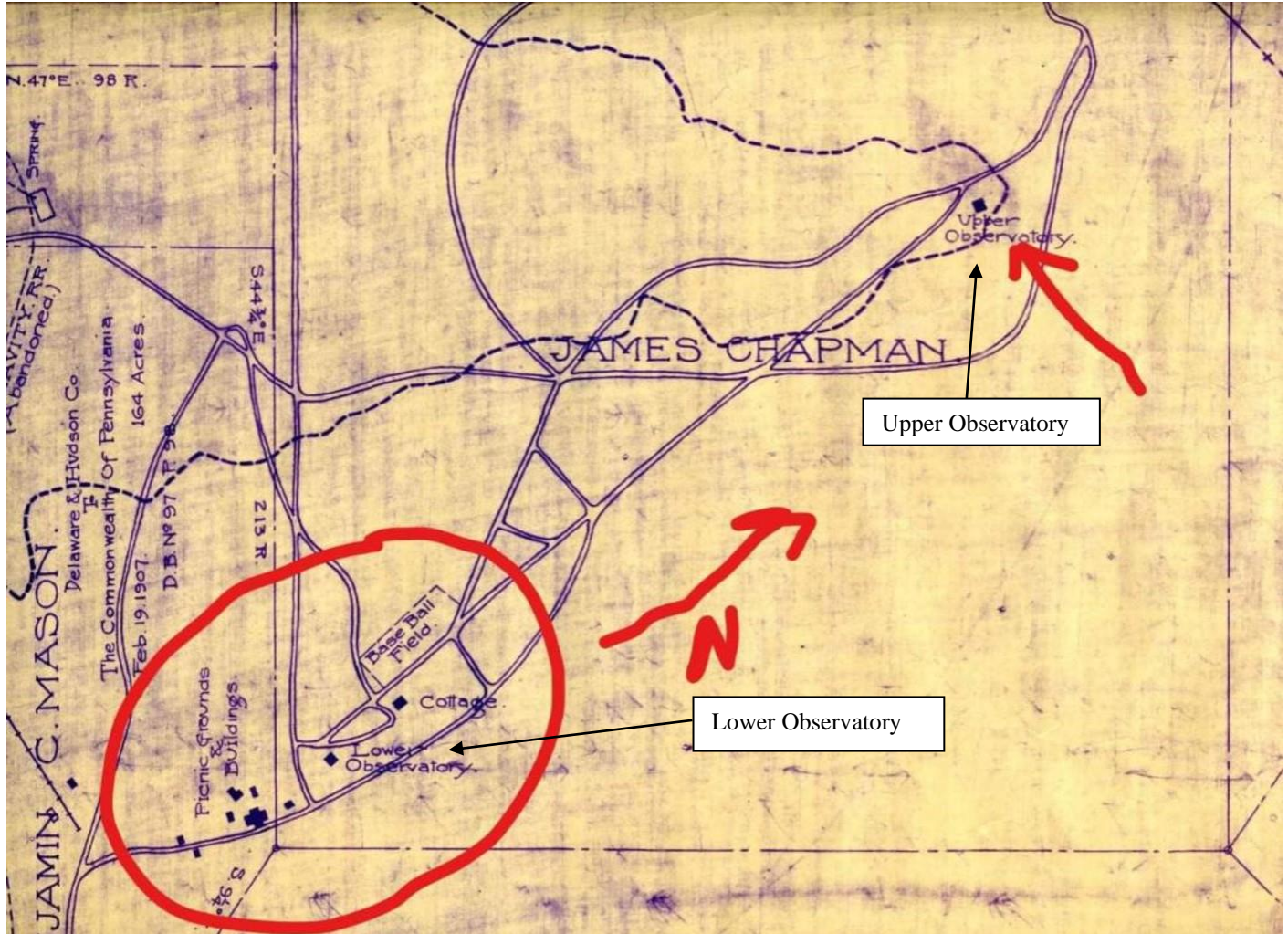


Passenger/Freight Station on the Jefferson Branch/D&H at Lanesboro, PA

111. Two details of the *Benjamin C. Mason 1907 D&H Map* (copies from Tim Gombita, September 28, 2021), showing the exact location of Farview Park and both the Upper and Lower Observatories there:



Benjamin C. Mason 1907 D&H Map (detail), showing D&H steam line station (lower left) and Farview Park "Picnic Grounds & Buildings", including the "Lower Observatory" (upper right)



Benjamin C. Mason 1907 D&H Map (detail): Farview Park “Picnic Grounds & Buildings” and showing both Lower and Upper Observatories.

112. W. H. Richmond fractional currency:

In 1859, W. H. Richmond (born in Marlborough, Hartford County, CT on October 23, 1821; married Lois R. Morss) began mining anthracite coal in Blakely Township, near Scranton, under the firm name of Richmond & Co., having for partner Charles Pemberton Wurts (later to become the superintendent of the Delaware & Hudson Canal Company). In 1860 they erected a coal breaker and were one among the first coal operators to ship coal over the rails of the Delaware and Hudson Canal Company.

In 1863, the business was transferred to the Elk Hill Coal & Iron Company, with C. P. Wurts as president and W. E. Richmond as treasurer and manager. In the following year, C. P. Wurts withdrew and George Lord Morss, brother-in-law of W. H. Richmond, became president and served until 1880, when W. H. Richmond became president of the company.

In 1883 the coal breaker was destroyed by fire, and in the following year another was built in the second ward of Scranton near the Brisbin colliery. This was sold in 1889 and another commenced on the ground in Dickson City where the first was located in 1860. The capacity of this colliery was a thousand or more tons per day of anthracite coal of every size.

In 1893, W. H. Richmond leased about one thousand acres of coal lands owned by the estate of the late George Lord Morss, in Fell Township, about five miles above Carbondale, and in October 1893 he began shipping coal. This colliery had a capacity of fifteen hundred tons per day and the product from both of Richmond's collieries was shipped over the NYO&W and the D&H. The two Richmond collieries (No. 3 in Dickson City, and No. 4 in Richmondale) were two of richest collieries in the northern Anthracite field.

Before W. H. Richmond entered the coal business, he was in the mercantile business. In May, 1842, he became a clerk in the store of R. H. More, of Honesdale, Pa., where he remained for three years. In 1845 he entered the mercantile business at Carbondale, PA. under the firm name of Richmond & Robinson, becoming the sole owner in 1853, and for ten years he also manufactured sash, doors, blinds, coal cars, etc. W. H. Richmond bought goods continuously of the firm of Stone & Starr of New York and successors since 1845, and of the late firm of E. S. Jaffrey & Co., from 1850 until they went out of business in 1865.

Shown below is a photograph of an engraving in the collection of the Carbondale Historical Society of the Richmond & Robinson building on North Main Street in Carbondale.



Dry Goods, Grocery & Provisions Store

Shown above is a photograph of the engraving of the Richmond & Robinson Store on North Main Street in Carbondale (southeast corner of the present-day intersection of Salem Avenue and North Main Street) in Carbondale. The original of this photograph is in the Gritman Collection in the archives of the Carbondale Historical Society. This engraving is one of the engravings of Carbondale buildings that surround the 1851 map of Carbondale. This photograph is reproduced in the 1901 *Historical Souvenir of Carbondale, Penna.*, wherein we learn that the addition on the right side of this building, marked “SHOE SHOP,” was Carbondale’s first post office.

Shown below is the reverse of the photograph of this engraving in the Gritman Collection. Thereon, W. H. Richmond himself wrote the following:

Photo of the first, or one of the first, framed store buildings erected in Carbondale, about 1829 or 30. The front at that time was a plain door and windows like those in second story, a new front with porch and pillars was put in April 1845. when Richmond and Robinson rented the building and commenced business, with stock of general merchandise, except intoxicating liquors. The store building was erected it is understood by Salmon Lathrope. Wm. H. Richmond succeeded to the business of R & R in 1851 and the store building was burned in Sept 15th 1855, as also a large number of buildings on main street below, fire originating in building near where now stands M & M Bank. In early January 1856, the store building occupied now by Messrs Scurry & Co was occupied by Mr Wm. H. Richmond and it was understood to be the most imposing store building in north eastern Penna. and Mr Richmond continued business in it until 1865. when it was leased Messrs Crane, and in 1867 or 8 sold to Messrs Pascoe Baker and Scurry.

Wm. H. Richmond
Richmond Hill
Scranton Pa.

Typescript of the hand-written text by W. H. Richmond on the reverse of this photograph of the Richmond and Robinson store shown above:

"Photo of the first, or one of the first, framed buildings erected in Carbondale, about 1829 or 30. The front at that time was a plain door and windows like those in second story. A new front with porch and pillars was put in April 1845 when Richmond and Robinson rented the building and commenced business, with stock of general merchandise, except intoxicating liquors. The store building was erected it is understood by Salmon Lathrope [the father of the senior editor of *The Carbondale Leader* in May 1895]. Wm. H. Richmond succeeded to the business of R & R in 1851 and the store building was burned in Sept 15th 1855, as also a large number of buildings on Main Street below, fire originating in building near where now stands M & M Bank. In January 1856, the store building now occupied by Messrs. Scurry & Co was occupied by Mr. Wm. H. Richmond and it was understood to be the most imposing store building in north Eastern Penna. and Mr. Richmond continued business in it until 1865 when it was leased [to] Messrs. Crane, and in 1867 or 8 sold by him to Messrs. Pascoe Baker and Scurry. / Wm. H. Richmond / Richmond Hill, Scranton Pa"

The original Richmond and Robinson building on North Main Street in Carbondale was destroyed in the fire in downtown Carbondale on September 15, 1855. Shown below is the building that W. H. Richmond had built on the same site following the 1855 fire.



The original of this photograph is in the Gritman collection at the Carbondale Historical Society. Shown below is a photograph of the text that was written on the back of this photograph, by W. H. Richmond on August 1, 1901:

Photo of store building erected by Wm. H. Richmond in 1855 after the building was burned. That was built by Salmon Lathrope in 1829 or 30 which stood upon the same ground, and it was understood to be the most imposing and convenient store building in North Eastern Penna, it was occupied by Mr. Richmond until 1865, and leased to Messrs. Crane, and in 1867 or 8 sold to Messrs. Pascoe Baker & Scurry.

The building was erected after the great fire of Sept 15th 1855, and in the first part of January 1856 was filled with a full stock of goods ready for business. A grand opening was held on an evening just before business was resumed, where a large number of the business men of Carbondale and vicinity were assembled, and after refreshments a number of speeches were made, notably one by the rising young lawyer P. C. Gritman, who prophesied of the grand outlet for transportation of Coal to the North and West by R. Road that would some day be built along the banks of the Lackawanna River. The affair was reported by the late G. M. Reynolds who was owner and editor of the principal paper.

Wm. H. Richmond
Richmond Hill
Scranton
Pa
August 7th 1901

Here is a typescript of that commentary by W. H. Richmond:

"Photo of store building erected by Wm. H. Richmond in 1855 after the building was burned that was built by Salmon Lathrope in 1829 or 30 which stood upon the same ground, and it was understood to be the most imposing and convenient store building in North Eastern Penna, it was occupied by Mr. Richmond until 1865, and leased to Messrs. Crane, and in 1867 or 8 sold to Messrs. Pascoe Baker & Scurry. / The building was erected after the great fire of Sept 15th 1855, and in the first part of January 1856 was filled with a full stock of goods ready for business. A grand opening was held on the evening just before business was resumed, where a large number of business men of Carbondale and vicinity were assembled, and after refreshments a number of speeches were made, notably one by the rising young lawyer P. C. Gritman, who prophesied of the grand outlet for transportation of coal to the north and west by R. Road that would some day be built along the banks of the Lackawanna River. The affair was reported by the late G. M. Reynolds who was owner and editor of the principal paper. / Wm. H. Richmond / Richmond Hill; Scranton / Pa / August 7th 1901"

Richmond's Hall was located over William H. Richmond's 1855 store at the corner of North Main Street and Salem Avenue, on the third floor (see photo given above). In the obituary of P. C. Gritman, we read: "The opening of Richmond's hall, on the third floor of the Pascoe & Scurry building, Jan. 25, 1856, was a public event that was marked by a stirring and prophetic talk by Mr. Gritman." It was in Richmond's Hall, in addition, that Horace Greeley spoke during his 1860 visit to Carbondale.

Shown below is a photo of a bank note/specimen of fractional currency that was de-accessioned by the Wayne County Historical Society in September 2021, and presented to the Carbondale Historical Society on September 25, 2021 by Jason Smith, Wayne County Historical Society.



Printed in red ink at the top edge of this note, we read: "LUZERNE CO., PENNSYLVANIA." Superimposed on "TWENTY FIVE" (in very large letters, in black ink, in an arched format, near the top of the note) we read, in red ink, in large capital letters: "W. H. & J. E. RICHMOND". Superimposed on "CENTS" (in black ink, in extra-large capital letters in a curved format, at the bottom of this note), we read, in red ink, in large capital letters: "CARBONDALE." The reverse of this bank note is blank.

Fractional currency was produced in America from 1862 to 1876. From 1856 to 1865, W. H. Richmond was in the retail business on Main Street in Carbondale. To facilitate doing business, he had W. H. & J. E. Richmond fractional currency produced.

History of Fractional Currency

Fractional Currency is United States paper money that has a face value of less than one dollar. Also known as "shinplasters" because of their small face value, they eventually became almost worthless in United States commerce by the late 1800s. Although these banknotes are highly unusual, they are also highly collectible.

In the fall of 1861, the Civil War was raging in the United States. At first, it looked as if the Union troops would win easily. However, the Confederate troops were making a comeback in the outcome of the war was uncertain. People began to panic not knowing which side would be the victor. They were afraid that the warring governments would start issuing paper currency to pay the war debt which would soon become worthless. This concern turned out to be true.

Since circulating coinage contained an amount of metal almost equal to the face value of the coin, people very quickly began to hoard gold and silver coins. The economy slowed, and virtually every coin, including copper pennies, eventually disappeared from circulation. This coin shortage made it very hard for merchants and people in business to conduct transactions because they could not make change for the sale of their goods. Enterprising merchants began to issue private tokens made from brass and copper that were approximately the same size as the United States one-cent coin. They were known as "Civil War Tokens" and usually carried an advertisement for the issuing merchant. Other merchants began to use postage stamps to make change.

General Francis Elias Spinner, Treasurer of the United States, pasted a few postage stamps onto a piece of paper and came up with the idea of printing paper currency in values less than one dollar to be used instead of coins. President Lincoln signed the Postage Currency Act on July 17, 1862. These "paper coins" were issued in 5-, 10-, 25-, and 50-cent denominations. The first series of issues are known as "Postage Currency." Subsequent issues were known as "Fractional Currency." United States fractional currency was first issued in 1862. There are five different design series of issues that lasted until the spring of 1876. In an effort to thwart counterfeiting, the designs became more complex and the Treasury Department used higher-grade paper.

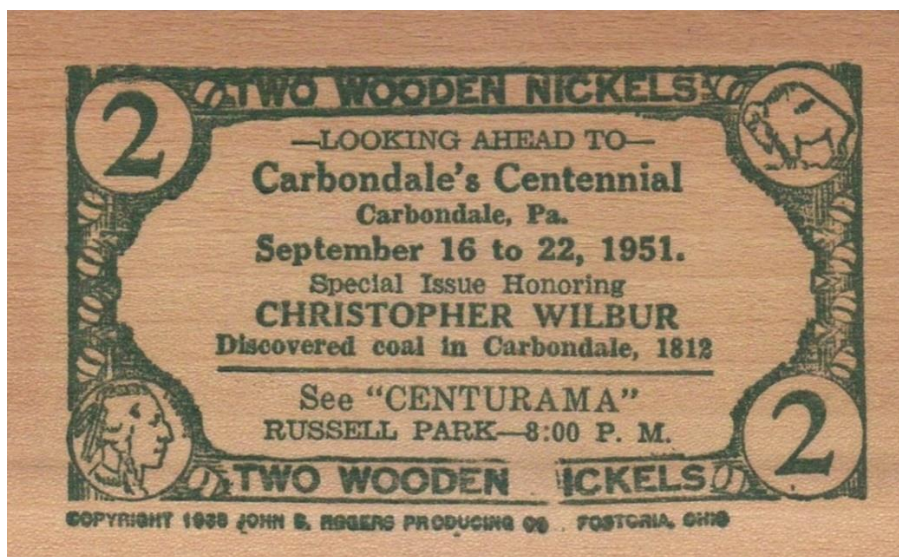
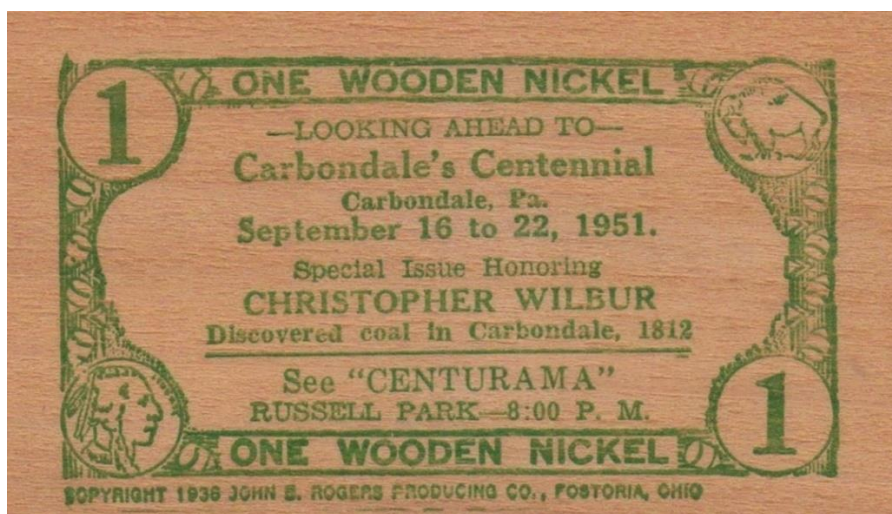
More on W. H. Richmond: W. H. Richmond (born in Marlborough, Hartford County, CT on October 23, 1821) had a stately mansion built on Richmond Hill in North Scranton, and therein he and his wife, née Lois R. Morss, lived. Their residence is now the Administration Building of The Orlando S. Johnson Manual Training School.

Presented in Volume XVIII ("Breakers") in S. R. Powell's twenty-seven volumes on the Delaware and Hudson Railroad there is a substantial body of material on W. H. Richmond. See pages 120-129, 175, 277, 390-418, 436-437, and 551-553.

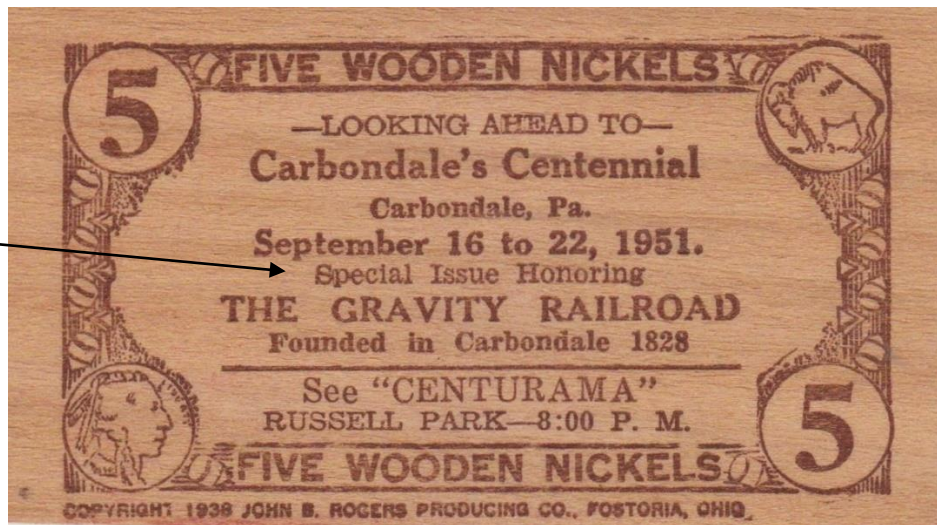
Carbondale Wooden Nickels

When Jason Smith gave to the Carbondale Historical Society, on September 25, 2021, the bank note/specimen of fractional currency (shown above) that was de-accessioned by the Wayne County Historical Society in September 2021, he also gave the Carbondale Historical Society two additional “money-related” souvenirs (two “Wooden Nickels”) that were produced in 1951 to commemorate the centennial of the incorporation of the village of Carbondale on March 15, 1851.

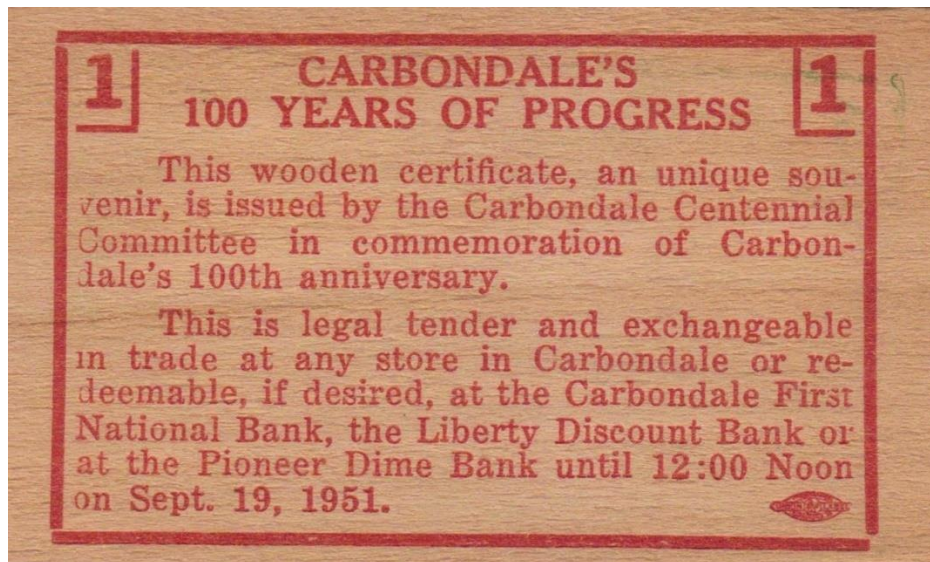
Shown below are the three different “denominations” of wooden nickels (one wooden nickel, two wooden nickels, and five wooden nickels) that were produced by the Carbondale Centennial Committee in 1951:



“Special Issue
Honoring THE
GRAVITY
RAILROAD
Founded in
Carbondale
1828”



The reverse of all three wooden nickels, shown below, is the same:



113. Elias Thomas (born in Wales on June 6, 1823, died December 20, 1894), looked after the horses at the D&H stables between Planes 2 and 3 on the D&H Gravity Railroad; he also served as watchman at Engine No. 28 on the Gravity Railroad. See Volumes I, II, and III in S. Robert Powell's 24-volume series on the D&H for a lot of material on Elias Thomas.

Elias Thomas was one of the Welsh Pioneer Settlers of Carbondale: To secure the expertise needed to establish shaft mines, the D&H recruited, in Wales, in the summer of 1830, twenty mining families and brought them to Carbondale for the purpose of teaching the D&H how to mine effectively deep underground anthracite coal. Those Welsh miners established for the D&H in June 1831 in Carbondale the first deep underground shaft mine in America. The mining engineer in charge was Archibald Law, from Scotland. That mine opening was on the north side of Seventh Avenue on the west side of the D&H tracks, at the D&H Seventh Avenue crossing in Carbondale. Additional Welsh miners were recruited by the D&H in October/November of the following year, 1832, when a party of seventy Welsh miners and their families came to Carbondale.

--Obituary of Elias Thomas in the *Evening Herald* of December 20, 1894, p. 4; also in the *Carbondale Leader* of December 20, 1894, p. 6.

--In the *Scranton Republican* of May 17, 1892, p. 3, we read: "Elias Thomas, the veteran watchman at the head of Delaware and Hudson plane 28, was presented with a handsome gold-headed cane by the members of Columbia Hose Company on Sunday afternoon. For thirty years Mr. Thomas has faithfully stood guard over the city and from his elevated station sounded the alarm upon the chime of whistles under his charge at the first appearance of a conflagration. The affair on Sunday afternoon was a mark of respect for the untiring efforts of Mr. Thomas and a very pleasant event to all concerned."

In the *Carbondale Leader* of Monday, May 16, 1892 (page 4), in an article titled "Mr. Thomas' New Cane," there is a detailed description of the presentation of that cane to Elias Thomas in the firemen's meeting room. A copy of that article is in the holdings of the Carbondale Historical Society.

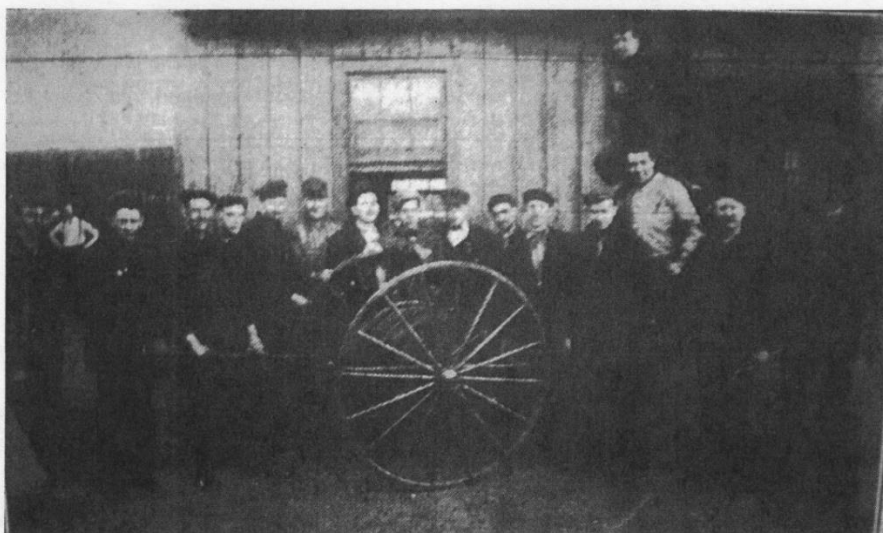
--Crayon portrait of Elias Thomas: "**Watchman Thomas' Picture Taken.** A handsome crayon portrait of the veteran watchman, Elias Thomas, is on exhibition in the outside show case of photographer Cramer. It is a nice piece of work and something of which the artist L. A. Burdick may well feel proud. Many are the flattering remarks that have been made by passers-by regarding the naturalness of the facial expression."

114. D&H Fire Brigade: *History of the Carbondale, PA Fire Department 1843-2015* by Joseph M. Klaptach, pp. 117-118:

DELAWARE AND HUDSON FIRE BRIGADE

An article in the January 19, 1905, issue of the *Carbondale Evening Leader* and the January 20, 1905, issue of *The Scranton Republican*, announced that the employees of the Delaware and Hudson Company local shops had formed a fire brigade. Ralph W. Blair was named chief of the brigade. Blair would be responsible for inspecting all hydrants, hose and fire extinguishers that would be placed in the shops. He would also exercise all rights in directing the men as head of the department. The brigade was the outcome of an idea of the company's new general foreman of the locomotive shops, Ross Kells.

The company was active around the beginning of the 1900's and appeared with their hose cart in Columbia Hose Company's 50th anniversary parade on September 4, 1906. On August 4, 1907, the company had their own celebration with a full day outing that included refreshments and a fine program of sports.



The Delaware and Hudson fire department photographed in 1911. Left to right is: William Richards, Timothy Lynady, Ernest Price, Edward Moffitt, Thomas Thomas, William Coon, M. J. Brennan (chief), James Connor, William Murray, Robert Tully, David Harvey, Henry Hart, Patrick Smith and James Coggins. Mark Brennan and Edward Kelly are on the ladder from bottom to top. (Scranton Republican photo)

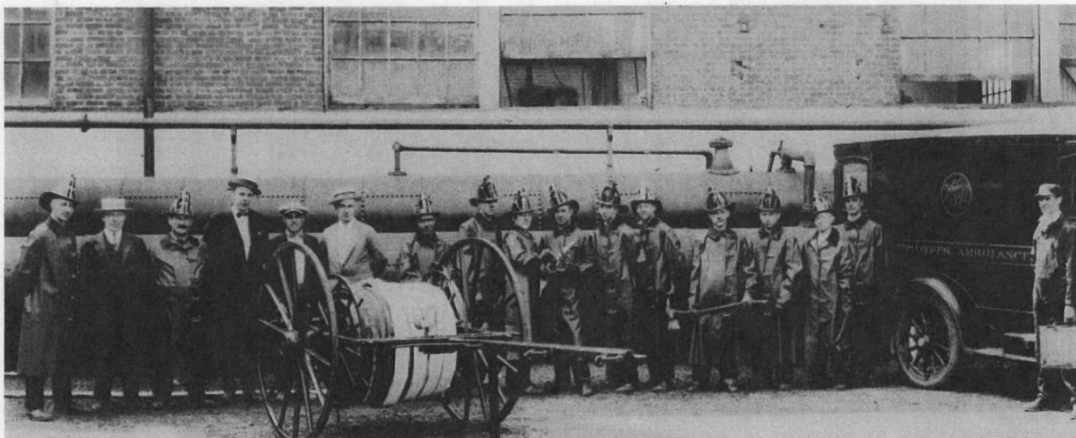
On November 27, 1907, officers for the company were elected. They were: President Daniel Davis; Secretary H.J. Budd; Chief Thomas Smith and Fireman Timothy Lynady. At the time, the company was comprised of sixteen "well-drilled" members. At the meeting, Robert Tully and Timothy Lynady were named to head a committee to arrange for their twelfth annual banquet to be held on New Year's Day.

The company was called into service in July 1910, during a strike on the railroad. One of the box cars used by strike-breakers caught fire after one of the men carelessly threw a match onto a bed. The D & H Fire Brigade made quick work of the fire before any major damage could occur.

The D & H Fire Brigade was also first on scene of a huge fire on March 13, 1921. The blaze hit the electric power plant at the Coalbrook Colliery of the Hudson Coal Company, causing 3500 mineworkers to become unemployed. The fire was spotted by the watchman around ten o'clock that night. Columbia and Mitchell Hose Companies were also on scene as they battled flames for an hour. Damage estimates neared \$80,000. The plant furnished electricity to the Coalbrook, Wilson Creek, Powderly, No.1 and Jermyn collieries, as well as the Delaware and Hudson Railroad yards and offices in the city. There was fear that the watchman was burned to death in the fire but he was located after the fire, assisting firefighters.

The Delaware & Hudson received a new motor-driven ambulance on December 5, 1921, to replace the old horse-drawn vehicle. The new ambulance was purchased through subscriptions paid by the employees. The vehicle was a Dodge purchased through the Conrad Motor Company on Main Street. The vehicle was heated and included a first aid chest, electric lights and four stretchers.

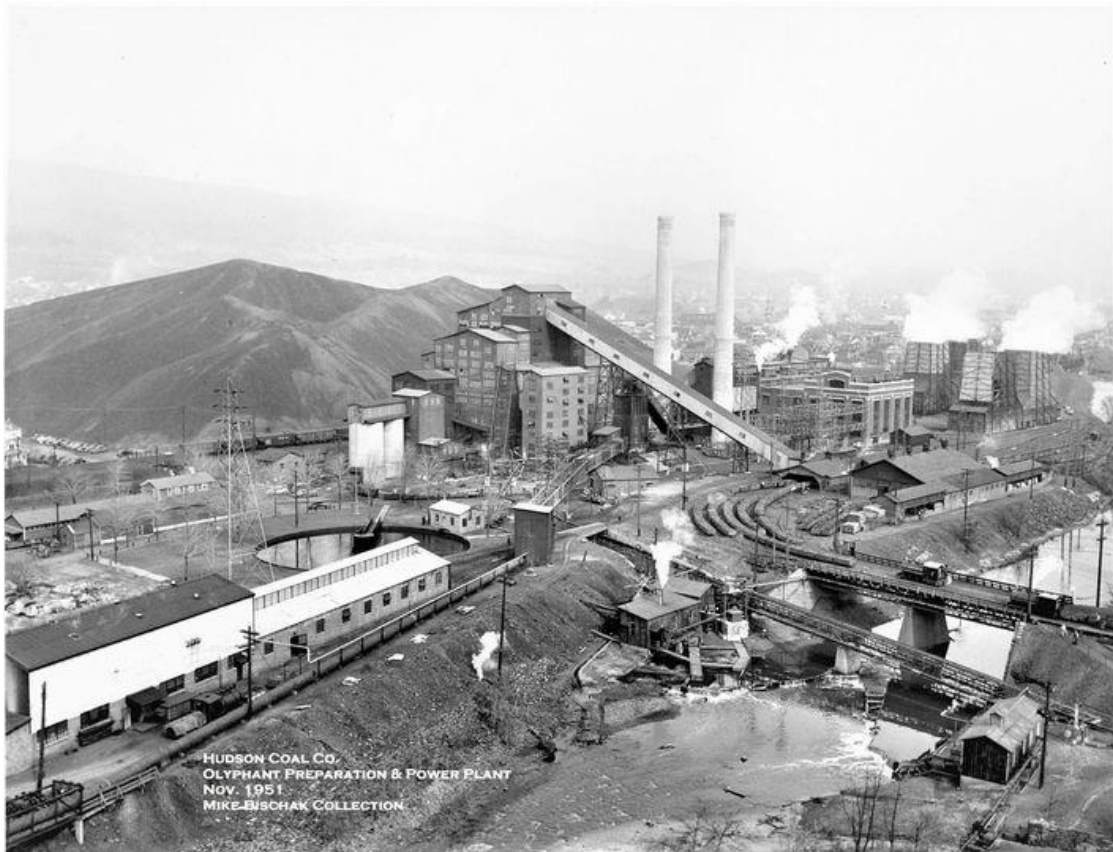
On March 20, 1925, the fire brigade, called the Delaware and Hudson Emergency Fire Force, along with their apparatus was joined by the three city fire companies, under the direction of Fire Chief Sam Vail, to battle a huge fire. Around 6:45 pm, a fire broke out at the Carbondale Shops of the Delaware and Hudson Railroad. The blaze destroyed the machine and erecting shops and badly damaged four locomotives and valuable machinery stored inside the building. The fire was believed to have been started by combustion of oils and greases and left a loss of \$250,000. William Machell, a fireman with the Mitchell Hose Company, was injured in the blaze when he fell into an ash pit, knocking him unconscious. He was taken to his home and treated by his family physician, regaining consciousness around 10 o'clock that evening.



The Delaware & Hudson Fire Brigade and Ambulance in 1925. Pictured left to right, Red Smith; Mike Carden; Pat Horan; W. B. Woolever, roundhouse foreman; Art Chabott, assistant roundhouse foreman; J. J. Brennan, master mechanic; Ambrose Taylor; Bernard Hogan; Vincent Walker; Gervase McDonough; Walter Fitch; Stanley Gibbs; Larry Hurl; Ernest Clark; Joe Coleman; Donald Stanton and Jack O'Neill, Ambulance Driver. (Courtesy: Dr. S. Robert Powell, Carbondale Historical Society)

115. Photograph of the Hudson Coal Company/D&H Olyphant Preparation and Power Plant, in November 1951; photograph now in the Mike Bischak Collection; photo posted on Facebook by Walter Kierzkowski on October 12, 2021:

WK: “This is the Olyphant Pa Hudson Coal; you can see the lines of filled mine cars lined up to be dumped into the conveyor to the breaker.”



116. D&H Mainline Interlockings; post by Gordon Smith in the D&H Facebook group, October 20, 2021:

Mark Matteo: Who controlled the main line Interlockings and where from?

Gordon Smith: “Going back there were four dispatchers offices. Carbondale dispatched the First Sub (Penn Division), Oneonta the Second Sub (Albany to Binghamton), Whitehall the Third Sub (Albany to Whitehall) and Plattsburgh the Fourth Sub (Whitehall to Rouses Point). Carbondale was moved to Oneonta, Plattsburgh moved to Whitehall, then Whitehall was moved

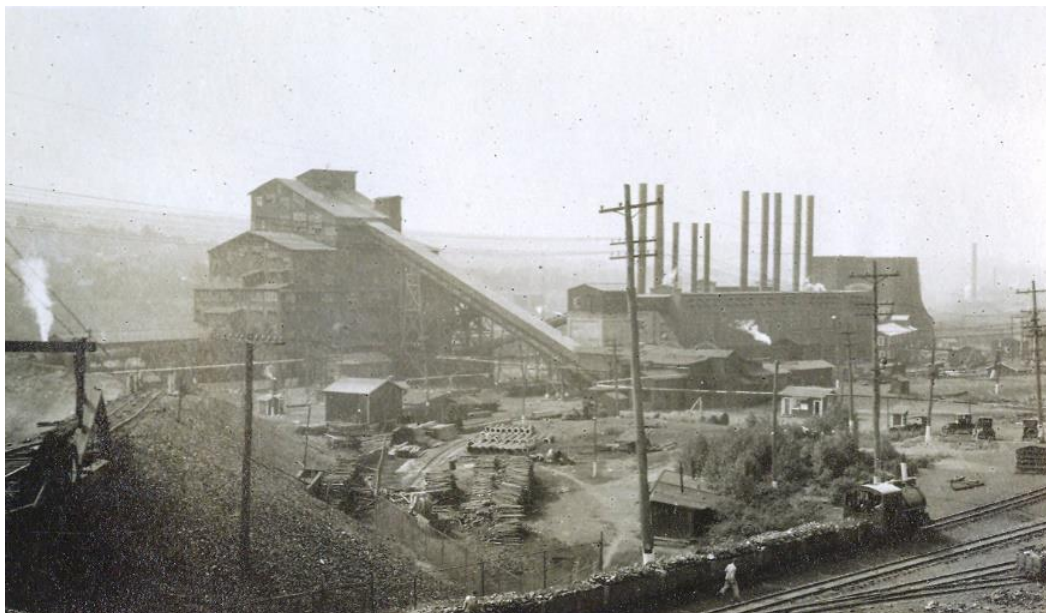
to the GOB in Albany and finally Oneonta was moved to the GOB setting up a North and South end dispatchers desks. When the GOB was sold during the Sterzing era to infuse some money into the railroad, the dispatchers were moved to Colonie, they claimed the big GRS machines and wiring couldn't be moved to the leased facility on Beaver St in Albany. When CTC was put in during the late 50s and early 60s, there were towers at KN, LA, SG, XO, WY, FA, SW, BX and SX. Of course during train order days there were operators in almost every station, but they didn't "control" anything, they just copied orders for the trains and kept a train log of all movements which they OS'd to the train dispatcher. Eventually WY and all the towers on the Colonie main were closed and moved to XO. SW went on the south dispatchers board. BX closed and moved to FA until it closed. FA and SX eventually closed and put on the south dispatchers board. XO was the last to close and moved to the north dispatchers desk."

Tom Washbon: Hudson SX, FA, XO, Whitehall. Later all by Colonie Dispatcher

Mark Matteo: So Whitehall did the Susquehanna Division and North and the Penn Div via Hudson? Which tower is SX?

Pat Collins: Whitehall handled the Northern lines, Champlain. XO Mechanicville handled Central, Hudson Handled South, Susquehanna.

117. Two views of the Coal Brook Breaker, Carbondale D&H Yard, from Jean Doherty, National Soaring Museum, December 6, 2018:



Coal Brook Breaker, D&H Yard, Carbondale, PA



Coal Brook Breaker, D&H Yard, Carbondale, PA

118. It's not D&H, but it's a great railroad photo, by Bob Myers, that was posted on Facebook, on October 21, 2021 by Greg Jacobi:

[Greg Jacobi](#): Twice each year, the sun rises directly under the old C&NW coal tower in the northern Illinois city of DeKalb... home of NIU Huskies! BOB MYERS photo



“Twice each year, the sun rises directly under the old C&NW coal tower in the northern Illinois city of DeKalb... home of NIU Huskies! BOB MYERS photo”

E-mail from S. R. Powell to Breezy Bischak and Larry Rine on October 22, 2021:

Beautiful railroad photo

Breezy, Larry:

The attached photo, taken by Bob Myers, was posted today by Greg Jacobi on the Delaware and Hudson Facebook page with this caption: "Twice each year, the sun rises directly under the old C&NW coal tower in the northern Illinois city of DeKalb... home of NIU Huskies! BOB MYERS photo"

It's not a D&H photo, but it sure is a beautiful photo and it connects the railroad in question with solar cycles. In a way, it's like constructing a rail line inside the circle of stone monoliths at Stonehenge.

Robert

119. Laurie Anders material:

E-mail sent by Michelle Bahe to John Milczarek, President of the Bridge Line Historical Society, on July 23, 2020:

Subject:Hudson Coal

Date:Thu, 23 Jul 2020 22:05:25 +0000

From:Michelle Bahe <mbahe@casperwy.gov>

To:blhspresident@aol.com <blhspresident@aol.com>

I am looking for any information about a plaque we have at the museum. It is an engraved piece of coal with the Hudson Coal logo and a portrait of Laurie Anders. Ms. Anders was a small time actress originally from Casper, Wyoming and a regular on the Ken Murray Show, 1950-1953. The piece is small about 8 inches by 6 inches.

Thank you for your time.

Michelle

Michelle Bahe
Curator of Collections
Fort Caspar Museum
4001 Fort Caspar Rd
Casper WY 82604

John Milczarek forwarded Michelle's email to James Bachorz <blhscurmudgeon@gmail.com> and to Brad Peterson <bpeterson1205@yahoo.com> on August 1. Jim Bachorz forwarded Michelle's email (with John Milczarek comments) to S. Robert Powel on August 3. Here is the coal souvenir in question:



Joe Klaptach at the Carbondale Public Library located the three newspaper items given below:



Mayor Gives Key To Laurie Anders

Mayor James T. Hanlon gave the key to Scranton's "wide open spaces" to Miss Laurie (Deadpan) Anders, star of Ken Murray's television show, when she arrived here last night at the Lackawanna Station.

Miss Anders, on a national personal appearance tour, was at the Scranton Dry Goods Co. store today.

On hand with Mayor Hanlon, who left the Friendly Sons of St. Patrick dinner in Hotel Casey for the occasion, were Mr. and Mrs. Richard Oppenheim, Miss Ann Coplan, Mr. and Mrs. Louis Goldsmith, and Walter Pichert, Hudson Coal Co., who presented her with an engraved coal souvenir.

273

AMBULANCE AIDE MAN

The Scranton, Pa., Tribune Tues., March 18, 1952—5

STORE HOURS DAILY 9:30 to 5:25
THURSDAY 12:30 to 8:55

*Shop early in the week and early
in the day for best service.*

SCRANTON DRY GOODS CO.

hi podner . . . don't miss

Laurie Anders



THE WIDE
OPEN SPACES
TV gal!

here
in
person
TODAY

10:30 to 1

and

2 to 4:30

on our

6th Floor

On August 4, SRP sent the following email to Michele Bahe (with copies to Jim Bachorz, John Milczarek, and Brad Peterson):

August 4, 2020

Dear Michele:

On March 17, 1952, Laurie Anders, as part of a national personal appearance tour, arrived by train at the Lackawanna Railroad Station in Scranton, PA, where she was warmly greeted by Scranton Mayor James. T. Hanlon ("who left the Friendly Sons of St. Patrick dinner in Hotel Casey for the occasion") and a group of distinguished Scrantonians, including Walter Pichert from the Hudson Coal Company (one of the primary coal companies in northeastern Pennsylvania at the time), who presented her with the engraved coal souvenir in your collection. Ms. Anders was also presented, upon her arrival in Scranton, with a key to "Scranton's Wide Open Spaces" by Mayor Hanlon.

On the following day, March 18, Laurie Anders greeted her fans from 10:30 AM to 1 PM, and from 2 to 4:30 PM on the 6th floor of the Scranton Dry Goods Co. store, one of the premier stores in downtown Scranton.

The Laurie Anders engraved coal souvenir in your collection is a real treasure, and we are pleased to have been of service by providing the data reported about the plaque in this email.

Sincerely,

S. Robert Powell, Ph.D.
Carbondale Historical Society

[This Laurie Anders research was conducted by S. Robert Powell, Ph.D., president of the Carbondale Historical Society and Museum and the Carbondale D&H Transportation Museum. Powell is also a columnist for the *Bridge Line Historical Society Bulletin*, for which he writes a monthly column titled "For the Record."]

Comment from Jim Bachorz, August 4, 2021

Laurie Anders

James Bachorz
to SRP

12:51 PM

One of a kind! Really nice work, sir.

Thanks for answering the Caspar museum.

Jim

August 4

Michelle Bahe

4:01 PM

Dear Robert –

Thank you for the information about Ms. Anders visit to Scranton. It is a wonderful story. I wish we had the key to city as well.

Again, thank you for your help.

Michelle Bahe
Curator of Collections

Fort Caspar Museum 307-235-8462
4001 Fort Caspar Rd mbahe@casperwy.gov
Casper WY 82604 fortcasparwyoming.com

120. Hugh Strobel, master photographer:

Hugh Strobel donated to the BLHS the negatives of black and white photographs that he took of D&H subjects over the years. They have been scanned by the BLHS.

The photo by Hugh Strobel that is given below was the front cover photo of the April 2021 issue of the *Bridge Line Historical Society Bulletin*.



Bridge Line Historical Society
Bulletin



Volume 31, Number 4

\$4.00
BRIDGE-LINE.ORG

April 2021



“Cover: The conductor of a southbound D&H passenger run (possibly an early Adirondack) looks to assist riders into an E-L coach at Whitehall, NY. Undated photo by **Hugh Strobel.**”

The photo by Hugh Strobel that is given below was published on page 45 of the April 2021 issue of the *Bridge Line Historical Society Bulletin*.



BLHS *Bulletin* – April 2021

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“A D&H conductor carefully watches the activity on the boarding platform. Location not noted, but possibly Whitehall, NY. Photo by **Hugh Strobel**.”

S. Robert Powell wrote a letter to the BLHS about those two photographs. That letter was published in the May 2021 issue of the *BLHS Bulletin* on page 8, as follows:



The Mail Car
*Mail from our favorite
source - our readers!*
High praise
from Dr. S. Robert Powell

The two **Hugh Strobel** photographs of D&H conductors in the April 2021 issue of the *BLHS Bulletin* [cover, page 45] are prize winners. In both photos, we see a D&H conductor at work, doing his job on a passenger train. Both conductors are clearly focused on, and actively engaged in, providing good customer service. Such superior customer service, as is well known, was one of the many qualities of the passenger service that was regarded throughout the history of the company as a regular feature of passenger travel.

Both photographs, from the perspective of composition, structure, and content are extraordinary and breath-taking: close-up, straightforward views, neither of which is posed for the camera, in which the enormity of the passenger cars is matched, equally, by the compassionate strength of the two conductors as they focus on customer service in doing their job on “just another day for a passenger conductor on the D&H”. Enlarged prints of both photographs (and possibly many others by Hugh) should be in major museums everywhere.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Hugh Strobel's email response to my comments on his photos:

Thanks for your praise

Inbox



May 2021

Hugh Strobel <hlstrobel@msn.com>

12:52 PM

to me

Dr. Powell,

In reading The Mail Car in the May BLHS Bulletin I was greeted by your words of praise of the railroaders' photos. I appreciate your generous comments making it rewarding to be able to share the photos. Phil Hastings has long been a mentor in railroad photography in which integrating people brings life and scale to the pictures. Your perspective is more grand than would assign myself.

I gave all my D&H negatives to BLHS a couple of years ago rather than having them sit in boxes where no one sees them. They scanned all of them for the archives and returned them to me. I have scanned many of my color slides during these months of Covid 19 confinement. A project which may not have been tackled otherwise.

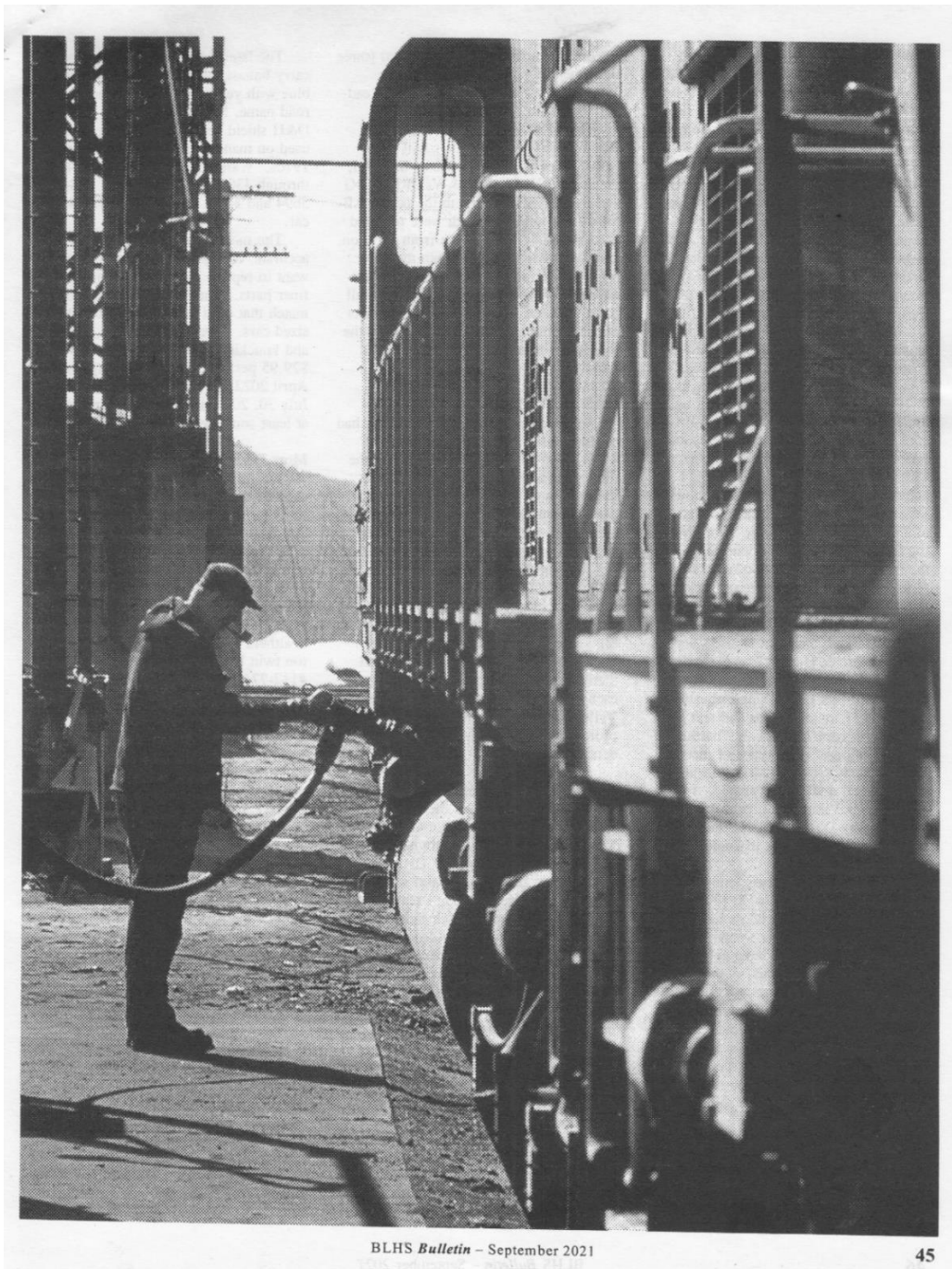
Thank you for your kind words.

Hugh

In the September 2021 issue of the *BLHS Bulletin*, another Hugh Strobel photograph was published, on page 45, with this caption by Jim Bachorz:

Page 45:
A D&H worker fuels some engines at Whitehall, NY; photo by **Hugh Strobel**. How advisable it is to smoke a pipe while fueling an engine? Granted, diesel fuel isn't as volatile as gasoline, but still...

Given below is the photograph in question:



BLHS *Bulletin* – September 2021

45

And then, the photograph by Hugh Strobel given below was published on the front cover of the November 21, 2021 issue of the *BLHS Bulletin*:



Bridge Line Historical Society

Bulletin



Volume 31, Number 11

\$4.00
BRIDGE-LINE.ORG

November 2021



Cover: "What to do, what to do?" The southbound *Adirondack*, led by PA #17, has halted in the tunnel at Ticonderoga due to an ice blockage on the tracks. The engineer (we think) is walking the track to evaluate the situation. Photo by Hugh Strobel.

SRP then wrote to Hugh Strobel again (7:25 PM), as follows:

Another wonderful photograph:

October 28, 2021

Dear Hugh:

Very nice to see on the cover of the November 2021 *BLHS Bulletin* your beautiful photograph of the southbound Adirondack, led by PA No. 17, at the exit of the tunnel at Ticonderoga.

Congratulations on this wonderful photograph, where a machine and a man confront Mother nature head on and, for the moment, Mother Nature is the winner.

Best,

S. Robert Powell

Reply from Hugh Strobel, October 30, 2021:

Hugh Strobel

11:5
4
AM

October 30, 2021

Thank you for your kind words.

I appreciate having the Bulletin as a forum for many of us to share our photographs of the D&H rather than sitting on a shelf. I began chasing the D&H in the late 1960's and continue the pursuit. Phil Hastings and others have inspired me to integrate people in my photographs bringing life into the images. I live in northwestern Vermont so I have easy access to the northern end of the D&H

Hugh

121. Scranton/Green Ridge photo, posted on the Facebook Delaware and Hudson from Delaware-Lackawanna page on November 2, 2021

Delaware-Lackawanna Railfans: **Anthracite Aerosports** :Sharing from our page, scenery sure has changed!

Underground Miners: Another Aerial showing the Von Storch and Eureka Culm bank removal in Greenridge, Scranton. Notable features in this picture, are obviously the culm piles being reclaimed and sent to flushing projects in various parts of the city, remains of the Von Storch Breaker, being used as coal pockets, the Dickson Shaft headframe, hoist house and fan house, Dickson Shops where most of the Hudson Coal Co. mine cars and equipment were built, and the D&H Greenridge Roundhouse. Please comment below if you can point out any other features

Michael Castellano: O&W across the river, I think the EL was using it at this time. The DL&W Green Ridge branch curving in to the West near the center of the shot.



122. Roebling's D&H Lackawaxen Aqueduct wash out, 1862, and construction of new aqueduct:

Carbondale Advance, May 24, 1862, p. 2

Blurred type in original newspaper article. The first word in this line of text is "Tuesday" and not "Thursday".

THE DROUTH AND FIRES.—During the late drouth, nearly every forest of much size throughout the country seems to have been swept over by fires. On Tuesday afternoon the Steam Mill of Hanford & Co. three miles below town was reported in danger. It was saved by energetic effort, but only with great difficulty. Our gallant Fireman upon call on Sunday last took their engine down the Railroad to Offerman's Coal Works, to assist in staying the flames threatening that property. They returned the same evening.

Drought and fires in May 1862

Carbondale Advance, June 7, 1862, p. 2

RAIN AT LAST.—We have finally been favored with a thorough rain—quite sufficient to supply our great want. It began as gently as could have been desired with sunshine at intervals. But the ground having become prepared for it, it came copiously. It rained superbly for more than 24 hours. The effect in this vicinity seems to have been only blessed, but about us we hear of bridges swept off canal banks washed away, railroads obstructed and other concomitants of a flood.

Heavy rain, early June 1862: "...it came copiously. It rained superbly for 24 hours.... bridges swept off canal banks washed away, railroads obstructed...

“We learn that the flood this week has....”

We learn that the flood this week has damaged the Del. & Hud. Canal, very seriously. There are bridges and culverts reported destroyed upon the Del. Lack. and Western Railroad, and also upon the New York & Erie Railroad, sufficient to obstruct travel for a few days.

The Lackawaxen Aqueduct was washed out in the week which ended on June 7, 1862, and navigation was suspended until July 15-16 (roughly six weeks).

“...the work of laying the foundation for the pier of the new aqueduct [emphasis added] at Lackawaxen has been delayed...”

THE DEL. & HUD. CANAL.—We regret to state that owing to unexpected difficulties in keeping the water out of the cofferdam, the work of laying the foundation for the pier of the new aqueduct at Lackawaxen has been delayed considerably beyond the time which it was supposed would be required. Four steam engines having been found inadequate to the purpose of keeping the dam dry, a fifth was procured and set to work on Monday last. Allowing one week for laying the foundation of the pier, two weeks for building the same, and a fortnight more for the completion of the wood-work of the aqueduct, we are scarcely warranted in looking for the resumption of navigation much before the 1st of August. There are nearly five hundred men at work on this break, including many of the best mechanics on the line of the canal and all under the personal supervision of chief engineer Lord, so that we may be assured that the work will be pushed to a completion at the earliest possible day. The breaks at the Narrows and other points, though very extensive, will be repaired in the course of a few days.—*Wayne Co. Herald.*

The Coal Business.
The repairs upon the Canal of the D. & H. C. Co., are taking more time than was at first expected. It is now expected to be ready early next week. The amount of coal stored at Honesdale has reached its maximum under present arrangements, and the Company has been obliged to discontinue mining and sending it over the Railroad until shipments can be made on the canal.

“It [the new aqueduct] is now expected to be ready early next week [i.e., mid July]”

On the question of constructing a “new” Lackawaxen Aqueduct, we read the following in Manville B. Wakefield’s *Coal Boats to Tidewater*, pp. 87-88:

“In June 1862,” recorded John Johnston, “by reasons of heavy rains along the sources of the Lackawaxen River, that stream attained a height never before known to the memories of man. The Delaware . . . was but slightly affected by the rains and so great was the

“It [the Lackawaxen River] attained a height never before known to the memories of man...”

John Willard Johnston, “Reminiscences and Descriptive Account of the Delaware Valley and Its Connections Aiming to Extend from Pond Eddy to Narrowsburg”, (Port Jervis, N. Y.: Minisink Valley Historical Society, 1900) p. 37.

force of water issuing from the Lackawaxen that it rushed across the Delaware and flooded up the opposite shore. In the mad rush of water the pier of the aqueduct spanning the Lackawaxen was undermined and thrown down bodily with but a single crack, the use of the aqueduct destroyed and the entire business of the canal suspended for the time." ¹⁴ DL 7, DL 10 & DL 11

With the collapsing of the center pier a large hole about 20 feet across and 10 feet deep immediately filled with the rushing water. Mr. Lord, the chief engineer, was quickly on the scene and immediately erected a cofferdam around the hole. A steam pump was put to work and the water lowered about an inch. Not to be daunted by a badly leaking cofferdam, more pumps were added until six were in operation. The water level went down three inches. Mr. Lord continued these futile operations about nine days more, involving the services of 100 men and holding up hundreds of coal-laden canal boats and their clamorous captains.

At this juncture, John Johnston records the appearance on the scene of a Mr. Sykes, "a principle of a man of the company whose sober and more extensive judgement at once discovered the source of trouble. He suggested that the cavity be filled by throwing in stones plentifully mingled with good cement mortar. It was adopted. One thousand barrels of cement were secured and in six hours after the cement was hard the cavity was filled and the best possible foundation prepared. It is safe to estimate that the errors of a drunken man . . . cost the company not less than \$300,000." ¹⁵

Russel F. Lord was initially in charge of the 500 men who were building the new aqueduct. Lord's use of alcoholic spirits prevented him from being an effective leader in this instance. Mr. Sykes, "a man whose sober and more extensive judgment" saved the day, and the new Lackawaxen Aqueduct was completed."

14. Johnston, op. cit., p. 143.

15. Further search of the Johnston Manuscripts reveals that Engineer Lord was depending on alcoholic spirits as well as pumps during the Lackawaxen abutment operations.

The Del. & Hud. Canal.

The *Wayne Co. Herald* of this week has the following truthful and appropriate article in regard to resuming business:—

Navigation has been resumed. The aqueduct was nearly enough completed on Monday evening to admit of its being filled, and on Tuesday morning, boats passed freely up and down. We are gratified to state that the difficulties between the boatmen and the Company have been satisfactorily adjusted, and that there will be no detention of boats in consequence of a strike. The liberal offer of fifty dollars to each master of a boat, which the Company voluntarily made, seems to have been properly appreciated, and navigation was generally resumed on Wednesday. What with the donation mentioned, the opportunities which the boatmen had of earning something while the canal was being repaired, and the probability that every facility will be afforded for an increase of business during the remainder of the season, we think that the boatmen will not find themselves seriously the losers by the late detention. The same cannot be said of the Company, however, who have suffered a loss of six weekstime in the best part of the season, been put to an expense of thousands upon thousands of dollars to repair the damages caused by the flood, and have made a present of upwards of \$20,000 to their employees. In view of these facts, we hope that there are none so ungenerous or shortsighted as to advocate a course which would occasion further delay, and consequently greater damage to the business interests of this entire community.

“... the difficulties between the boatmen and the Company have been satisfactorily adjusted, and there will be no detention of boats in consequence of a strike.”

D&H paid each master of a boat \$50 for lost revenue during the rebuilding of the aqueduct; upwards of \$20,000 paid by D&H to employees for their losses during the wash-out.

D&H Canal re-opened on Tuesday, July 15, 1862, and navigation generally resumed on Wednesday, July 16, after not having been in service “for six weeks time in the best part of the season.”

Lackawaxen Aqueduct: date of photo (Xerox copy in the collection of the Carbondale Historical Society) not known, but this might well be a photograph of the Aqueduct that was taken in the early years of the 20th century, long after the closing of the D&H Canal.



123. Dimock's Grove, Waymart, PA, was a very popular destination for Gravity Railroad excursions in the late nineteenth century. On October 27, 2021, Jane Varcoe showed S. R. Powell the site of Dimock's Grove.

Tim Gombita, November 5, 2021: "Some of the grove evidence, e.g. clam shells, glass, partial structures are covered by leaves now, but are visible during the summer. We did find coins in that period that the grove was there. Not many, because we think that Paul Williams hunted that location for many years."

For information on excursions to Dimock's Grove over the D&H Gravity Railroad, see S. Robert Powell's D&H Volume VIII: *Passenger Service on the Gravity Railroad*, pp. 244-260.

124. **1859 Configuration of D&H Gravity Railroad:** There were delays in loading canal boats at Honesdale in 1859 due to a lack of coal (Hathi Trust, Volume VII, pp. 4156-4157) because of problems with the 1859 configuration of the Gravity Railroad.

Railroad and Canal Interconnected: In 1860, the D&H paid the boatmen demurrage of \$3 a day for every day, over two days, that they were detained, at both ends of the Canal. Such delays could have been caused by high water, breaks in the Canal, strikes in the mines, or problems on the railroads. In May 1859, the D&H paid demurrage to the boatmen because of problems on the just-then-completed 1859 configuration of the Gravity Railroad.

In the D&H/PCC legal proceedings, Asher M. Atkinson, foreman and assistant superintendent on a portion of the Lackawaxen section of the Canal, was asked the following question by the PCC attorney:

Attorney: “Was there not also great detention [of boats outside the Honesdale boat basin], in the year 1859, growing out of irregularity in the running of the cars upon the new portions of the plaintiff’s railroad which had been completed that spring [1859] in consequence of cars running off the track, and being precipitated down the planes?”

Atkinson: “I have no knowledge of such fact, except by report, and that to but a small extent.”

Attorney: “Was it not current at Honesdale, among the officers and employees of the Company, that the boats were generally detained, in consequence of the difficulties, smashes, and break-ups, of the cars running upon the new portions of the Company’s railroad in that month [May], during the season of 1859?”

Atkinson: “I only know that the boats were detained, and that the difficulty was said to be that the coal did not come over the road; that is all I know.”

125. Photograph of the D&H 150th Anniversary train that was posted on Facebook, November 8, 2021:



Eric B. Frey: Beautiful pic, but alas, that is not the *Adirondack*. That will not happen until August 5, 1974. This is the *Delaware and Hudson Sesquicentennial Train*, that toured the entire D&H system plus the Napierville Jct. Railway and CP into Windsor Station. The D&H began their 150th anniversary celebrations in 1973. Above we see PA-1#18. Per extensive literature, she is trailed by PA-1 #19; Buffet Lounge Champlain; flatcar carrying a replica of the Stourbridge Lion; a boxcar; two heavyweight baggage cars and a caboose. The train is full of exhibits and memorabilia of D&H history. Looks like track 7 at Montréal Windsor Station.

Daniel Hulitt: I saw this train when it came through Oneonta. What uniform is the fellow in the photo wearing?

Frederic V. Deveaux: Good question ?

Silas Robert Powell: The jacket that the fellow in the photo is wearing looks like it might be D&H Gravity Railroad conductor's jacket.

126. “When did passenger service on the Pennsylvania Division to Wilkes-Barre come to an end?” (question asked on Facebook in the Delaware and Hudson group on November 13, 2021):

Frank J Flörianz Jr: “When did passenger service end on the Penn Div/Jefferson Div to Wilkes-Barre? I know Albany-Binghamton lasted a bit longer. Also I know the O&W had passenger service Cadosia to Scranton at one time too, and you could transfer to the CNJ and head down to W-B and points east. Sad that all this was lost above Carbondale.”

Silas Robert Powell: “The last passenger train between Carbondale and Scranton made the run on Friday, January 5, 1952. The engineer was Lewis Davis, who was also the engineer on the last train between Carbondale and Wilkes-Barre and the last passenger train between Carbondale and Nineveh. The crew on that last passenger run between Carbondale and Scranton in 1952: Lewis Davis, engineer; Harry Kennedy, fireman; William Lever, trainman; Vere Christian, ticket collector; J. Louis Colvin, conductor; Joe Kohut, trainman; Joseph McGarry, car inspector; and Joseph Crane, baggageman. Shown here [see SRP’s Volume X, pp. 253-56, “The Steam Line from Carbondale to Scranton”] is a photograph of the crew and the engine (D&H No. 500) of that last passenger train from Carbondale to Scranton on January 5, 1952.”

127. Unloading coal cars at the D&H Canal Basin at Honesdale: question posed on Facebook in the Delaware and Hudson group on November 17, 2021:

John A. Shaw:” Question regarding the gravity Railroad coal hoppers. Did they have discharge doors underneath or were they run through a tippie to empty into the Coal barges for the Canal Trip?”

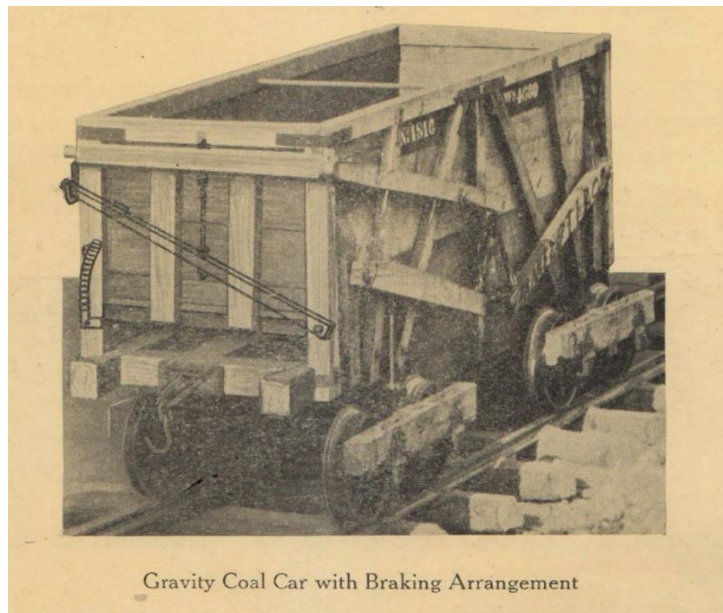
Silas Robert Powell: “The Gravity Railroad coal cars were brought into the Canal basin area on unloading tracks by the sides of the Canal. The drop-bottom gates on the coal cars were opened and the coal entered the dock-side coal pockets and then slid down chutes into the Canal boats. Surplus coal at Honesdale was stockpiled by size in dumping grounds adjacent to the Canal basin or to Plane No. 13. At those dumping grounds, the loaded cars were emptied by moving down dumping ramps. (A vessel on a canal, or any other waterway, that is pulled by an animal is properly called a "boat"; a vessel on a canal or any other waterway that is pulled by a boat is properly called a "barge".)”

More on the question on November 17:

John A. Shaw: “Sorry, The gates were hinged on the ends then? Do you know if they were outside hinges or one hinge in the middle? I'm trying to model these cars.”

Silas Robert Powell

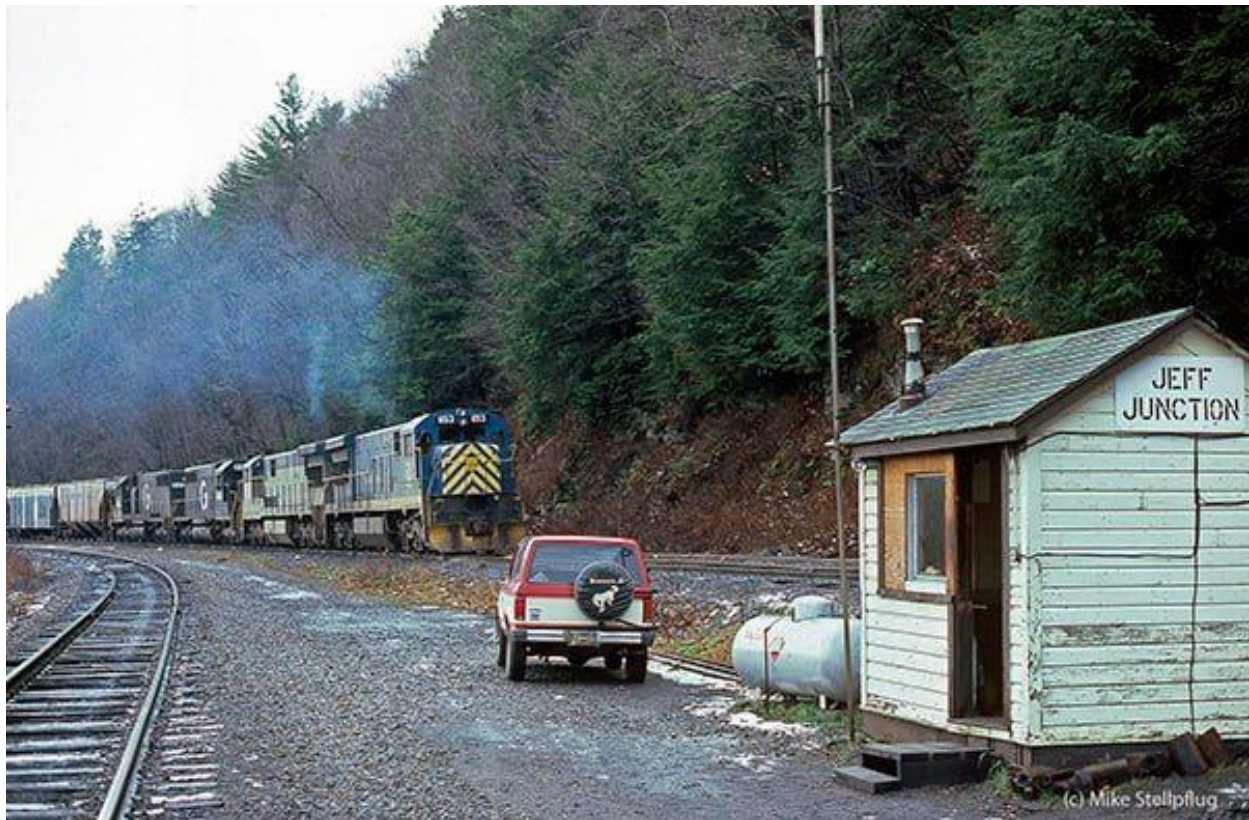
“Photo, shown here, in the collection of the Carbondale Historical Society, of the end of a D&H Gravity Railroad coal "waggon".”



(Several photographs, with call-out identifications of the loading docks at Honesdale by Stacy Gardner, are presented in S. R. Powell's Volume XXVI: *Addendum II*)

128. Photograph of the Jefferson Connector at Jefferson Junction, posted on Facebook, November 17, 2021 by Mike Stellpflug:

[Delaware and Hudson Railroad](#): [Mike Stellpflug](#): "D&H 653 leads a train up the Jeff Connector at Jefferson Jct. near Lanesboro, PA on November 17, 1985"



The Jefferson Connector at Jefferson Junction

129. Promo written by SRP for Peter H. Grant's forthcoming book: *Leonor Loree and the Delaware and Hudson Railroad*:

Leonor Loree and the Delaware and Hudson Railroad by Peter H. Grant

Leonor Fresnel Loree, unlike many of his contemporaries in transportation, government, and industry, was an intelligent, self confident, hands-on, highly assertive, compassionate, courageous, and problem-solving dynamo who always saw the big picture and who continually “threw his hat over the fence.”

Leonor Loree and the Delaware and Hudson Railroad by Peter H. Grant is a portrait of Loree, from 1877, when he was hired by the Pennsylvania Railroad as a rodman, to 1938 when he retired, having given a magnificent performance for 31 years as the eighth president of the Delaware and Hudson Railroad. Chapters 1 and 2 of Grant’s thoroughly researched, meticulously documented, and very readable book focus on Loree’s railroad career before he became president of the D&H; Chapters 3-6 focus on Loree’s D&H years and the rebuilding and rehabilitation of the D&H.

When elected president of the D&H in 1907, Loree, with three degrees from Rutgers College to his name (BS, 1877; MS, 1880; civil engineering degree, 1896), devoted his time and talents to rehabilitating and rebuilding the D&H (e.g., reconstruction of the Carbondale yard; building or re-building yard facilities at Oneonta, Binghamton, Mechanicville, Plattsburg, Rouses Point; improving or constructing locomotive terminals at Oneonta, Binghamton, Colonie, Mechanicville; new locomotive shop at Colonie; construction of Wilkes-Barre Connecting Railroad; reducing grades on existing lines).

The modernization of D&H motive power was his passion. In 1910 he ordered six 0-8-8-0 Mallet compounds from ALCo; in 1911-1912, he ordered seven more. In 1914, he purchased ten Pacifics from ALCo for the Montreal passenger service. In 1916, No. 1200 (E-6, 2-8-0, 63,950 pounds of tractive effort) was made by ALCo for the D&H. The following year, 1917, Loree ordered 20 E-6a engines from ALCo. In that same year, Loree was awarded a Doctor of Law degree from Rutgers. From the early 20s to the mid-30s, under his direction, more than 100 D&H locomotives were rebuilt by the D&H: chrome plating was added to boiler jackets, smoke deflectors were added to the 10 Pacifics, all locomotives got a coat of black enamel; roller bearings were added to driver journals. In 1912, Loree, always the showman, orchestrated the construction of the D&H Flemish Gothic Plaza Building in Albany.

On December 28, 1917, President Woodrow Wilson, by proclamation, took over all transportation systems in the United States, and for two years and two months the Federal government ran the railroads in America, and inaugurated changes in the wage scale and a rigid seniority rule for promotions and layoffs, disregarding an employee’s ability. The pernicious consequences of the Federal government’s heavy hand in American railroads, coupled with the cancerous growth of labor unions and the emergence of welfare capitalism polluted, and eventually destroyed, the American industrial playing field (and the companies that were established thereon) that was established in the nineteenth and early twentieth centuries by

visionary capitalists and railroad magnates like Thomas Dickson and Leonor Loree. As Loree observed in his address, presented at the D&H centennial celebration at the Hotel Astor in New York on April 23, 1923: "Railroading is no longer a business, it has become a calamity."

Particularly galling to Loree, as we learn from Pete Grant's presentation of these problematical years (the 1920s) in the history of the D&H was the fact that in the government and union-controlled railroads that emerged at this time, the individual qualities and qualifications of the men who worked on the railroads were disregarded in the employment decision-making process. Loree, on the other hand, believed that "Railroads should not be bound by rigid rules that do not take into consideration qualifications other than the seniority status..." There were, said he, three ways to improve the quality of the workforce: "...employ a better class of men, discharge the vicious and incompetent, and educate those kept." Harnessed by the Federal government and by labor unions, Loree directed his energies to projects that could be carried out in spite of the federal government and the unions.

And so, in 1923, Loree orchestrated the celebration of the D&H Centennial, which began in the Hotel Astor in New York and concluded with the Centennial Special from New York to Wilkes Barre to Scranton to Carbondale to Honesdale to Lackawaxen and back to New York.

And so he focused on motive power, and booster engines were installed on D&H engines. And then came the four magnificent Loree "experimentals": in 1924, the *Horatio Allen*, No. 1400; in 1927, the *John B. Jervis*, No. 1401; in 1930, the *James Archbald*, No. 1402; and in 1933, the *L. F. Loree*, No. 1403. In the same year that No. 1403 made its debut, Loree was awarded a Doctor of Engineering from Rensselaer Polytechnic Institute.

Remarkable facts about Loree that are not generally known about the man emerge, periodically, in Peter Grant's remarkable portrait of Loree: he was a voracious reader and it was not unusual for him to read three books in a single day. He resided on a 31-acre country estate named "Boxwood in West Orange, NJ, that he bought in 1911 and which he developed over the years, and where he established a herd of Guernsey cattle and a flock of Orpington chickens and a flock of Dutchess pigeons (the squabs of which were a culinary favorite of Loree's). There was an apiary on his estate. In his orchards there were apple, peach, pear, and cherry trees.

Peter H. Grant's *Leonor Loree and the Delaware and Hudson Railroad* is an important addition to the history of the Delaware and Hudson Railroad. Whether you know very little about Loree or a great deal about Loree, your knowledge about the Delaware and Hudson Railroad and about railroading in America in nineteenth and twentieth centuries will be enriched if you read this book.

S. Robert Powell, Ph.D.
Carbondale, PA

130. "Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part II)" by S. Robert Powell, Ph.D. This article was published in the *Bridge Line Historical Society Bulletin*, May 2021, pp. 15-17, 19, 29.

Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part II)

By S. Robert Powell, Ph.D.

Regular passenger service on the Gravity Railroad from Carbondale to Honesdale was instituted on April 5, 1877. It quickly became popular with the traveling public because it was a user-friendly means of transport between Carbondale and Honesdale that was, at the same time, an enjoyable experience unto itself (deluxe passenger coaches with a conductor) and a convenient and safe way to access and/or view the remarkable natural sites on the Moosic Mountain.

In the *Carbondale Leader* of April 14, 1877, we read: "The new passenger trains on the gravity road have now been running over a week and have been well patronized. The trip is very exciting and interesting to those who have never been over such a route. The ride over the mountain from Carbondale to Waymart is enjoyable in its way, while that from Waymart to Honesdale is easier and very much pleasanter. The rugged scenery on this side the mountain adds to the novelty of the trip; and when the tourist reaches the summit and beholds the broad stretch of country before, behind, and around him he is filled with wonderment. The descent of the other side of the mountain is made in quick time. Perhaps the most interesting part of this route is from Waymart to Carbondale, Shepherd's Crook being the point of greatest interest on the entire route. The fare for the round trip is fixed at \$1.60...."

In August 1877, Mrs. L. A. Munger and Miss Carrie Smith organized a "pic-nic" at Shepherd's Crook. Among the members of this very genteel excursion outing, numbering about a hundred persons, were the members of the Amateur Orchestra and the Chorus Club. In the *Carbondale Advance*, August 25, 1877, we read:

"A Pleasant Pic-Nic. / One of the most enjoyable rural entertainments commonly known as pic-nics, was the one arranged by Mrs. L. A. Munger and Miss Carrie Smith, and held at Shepherd's Crook on Friday last. The morning was not a promising one, but as we ascended the mountain the mists cleared away and a glorious day dawned upon us. So much has been said both well and truthfully of the beauty of the scenery along this route that we will not here repeat the oft-told tale, but land our merry party—numbering nearly one hundred—at the Crook, where shouldering our baskets we wended our way up the hill to the pic-nic ground. The Amateur Orchestra, who by special invitation accompanied the party, here established themselves in a delightful leafy bower, and gave us from time to time some very good music, which added much to the

enjoyment of the occasion, and set the merry echoes ringing among the rocks and hills. Several members of the Chorus Club were present, and their 'tuneful songs were wafted by the breezes down the dell.' Most of the party wandered off in little groups, gathering mosses, ferns and mountain ivy, while a few busied themselves preparing for the rural feast... Mrs. Munger and Miss Smith entertained their numerous guests in their leafy banquet hall with as much ease and grace as if they had been at home in their own parlors..."

The D&H, for its part, did everything possible, to make the Gravity Railroad a first-class experience for the traveling public, including the building of new passenger coaches with seats that ran across the car and not lengthwise. These new cars were placed on the road by the end of September 1877.

In June 1878, travelers from as far away as Jersey City, NJ, were encouraged to travel to Honesdale by the Erie and from there to Carbondale via the Gravity Railroad to attend the one hundredth anniversary of the Wyoming Massacre in Luzerne County, PA. The D&H offered half-fare excursion tickets to travelers who did so, and noted that "Experienced travelers every one say that the scenery on the Gravity Road from the highest mountain point looking towards the far-off Hudson River, surpasses anything of the kind in the United States. The pleasure of riding at first-class railway speed without dust from a locomotive is also heartily appreciated by every one traveling over this splendidly furnished route."

In August of 1878, a large excursion of distinguished folks, mostly from out of town, were treated to a ride on the Gravity Railroad to Honesdale as guests of Superintendent Manville. In March 1879, working with the Erie Railroad, the D&H organized excursions from New York to Honesdale to Carbondale (via the D&H Gravity Railroad) to Dunmore (where passengers could transfer to the Pennsylvania Coal Company's Gravity road to Hawley, and from there, via the Erie, back to New York).

In June 1879, about 60 members of the Massachusetts Press Association were brought to Carbondale from Oneonta by a special D&H car. They then journeyed to Honesdale, accompanied by a delegation of journalists from Scranton, on the Gravity Railroad. One of those journalists, Mr. Justin Jones, writing for the *Yankee Blade*, wrote a glowing account of the trip by the Massachusetts editors over the D&H Gravity Railroad.

In that account, we read: "Who, that participated on that lovely day, will ever forget the exciting ride over the Moosic mountains in the open cars of the Gravity railroad, from Carbondale to Honesdale... At times, on the downward grade we were speeding, almost flying, thro' the air at a rate of not less than forty-five miles an hour, around short curves, over the crown of embankments whose steep precipices make the heart jump to look below, across dark-looking ravines spanned by slight-looking bridges, and down steep descents that would make one shudder were it not 'assurance made doubly sure' that danger from accident was as far remote as

on ordinary railways. This ride is a novel experience—an exhilarating sensation—one that wakes up a man so fully that he is almost surprised that it is possible that he can be made so thoroughly wide awake; and with perceptive faculties thus opened, and his whole soul thrilling with the grandeur and magnificence of mountain and valley scenes, constantly opening before his enraptured vision, he feels transported above the ordinary levels of life to a much higher altitude than the summits of the grand old mountains themselves." (*Carbondale Leader*, July 19, 1879, p. 2)

Passenger traffic increased, week by week, month by month, suggesting that the D&H Gravity Railroad might well become one of the leading pleasure routes in the country. In October of 1879, the D&H introduced winterized passenger coaches on the Gravity Railroad. On July 5, 1880, St. John's Church of Honesdale hosted a "pic-nic" at Dimock's Grove in Waymart. The Carbondale Rifles were invited to attend and did, in fact, accept the invitation to attend the "pic-nic".

In late August 1880, about 200 persons, identified as the "Jonadab Excursion," plus members of the Carbondale Cornet Band, journeyed to Honesdale, on seven Gravity Railroad cars, on an excursion outing. In August 1881, the Carbondale and Scranton Odd Fellows (nearly 1,200 persons, which filled 33 cars, plus the regular passenger train), accompanied by the Battalion Band of Scranton, the Olyphant Band, the Mozart Band of Carbondale, and the Honesdale Cornet Band journeyed to Honesdale and spent the afternoon at Germania Grove in Honesdale, where the afternoon was spent in merriment and speech-making. This Odd Fellows excursion was the grandest affair of the season.

On July 20, 1881, the Carbondale Trinity Church Sunday School held their annual pic-nic at Dimock's Grove in Waymart. On August 11, 1881, the Carbondale Odd Fellows, accompanied by the Mozart Band, journeyed to Honesdale on the Gravity Railroad, at fares below the usual excursion rate, "the committee having decided to add no margin for profit, the design being simply to afford all members of the order who wish to participate in the anniversary celebration of the Honesdale Lodge, and others who wish to visit Honesdale at that time, the opportunity to do so at small expense." The anniversary celebration of the Honesdale lodge of the Odd Fellows was a huge success and was declared to be "the grandest affair of the season." The Odd Fellows delegation from Scranton was brought north to Carbondale on nine passenger coaches. Leaving Carbondale for Honesdale were thirty open air Gravity excursion cars, carrying nearly 1,200 people to the Odd Fellows celebration in Honesdale.

From the Honesdale column of the August 13, 1881 issue, p. 3, of *The Scranton Republican*, we learn that the 1,500 guests of Howard Lodge, I. O. O. F. of Honesdale, plus four bands (the Battalion Band of Scranton, the Olyphant Band, the Mozart Band of Carbondale, and the Honesdale Cornet Band) spent the afternoon at Germania Grove in Honesdale, where the afternoon was spent in merriment and speech-making. Travel to and from Honesdale was via the

Gravity Railroad (33 cars plus the regular passenger train). And then, in the following week, 14 railcars transported the Methodist Episcopal Sunday School of Carbondale in a ride over the Gravity Railroad.

Thanks to "the present excellent management" of the Gravity Railroad, an immense number of persons were carried over the Gravity Railroad in 1881 with no accidents of any kind, allowing the reporter for the *Carbondale Leader* to note that "The gravity road under the present excellent management is even safer than ordinary locomotive roads."

In October 1881, the first annual picnic and excursion to Honesdale and Waymart of the Palestine Commandery, No. 14, Knights Templar of Carbondale took place. One hundred and twenty five members and guests, plus the Mozart Band and Bauer's Orchestra, took part in this excursion, via the Gravity Railroad, to Honesdale (where the Honesdale Cornet Band joined the festivities) and then back to the Masonic Hall in Waymart, again on the Gravity Railroad.

On August 26, 1882, the Union Excursion, from Scranton to Waymart, under the auspices of Lieutenant Ezra S. Griffin Post, No. 139, G. A. R., and Camp No. 8, Sons of Veterans, took place. In the advertisements in the newspapers for this outing, which was a huge success, it was noted that "The Picnic Grounds [at Dimock's Grove] are fitted up in excellent style, so that all may thoroughly enjoy the day's pleasure. Whirligig, Swings, Teeters, Croquet and Ball Grounds, Shooting Gallery and Dancing Platform." It was also noted that "Refreshment Stands will be provided with choice eatables, consisting of Cakes, Pies, Baked Beans, Sandwiches, Ice Cream, Confections, etc., and can be had a trifling cost. EXCELLENT MUSIC IN ATTENDANCE."

This brief look at the early years of passenger travel on the Gravity Railroad to Honesdale clearly demonstrates that group travel via the Gravity Railroad was very popular with the public, especially if the trip on the Gravity Railroad was combined with a visit to a destination with picnic grounds, with visitor-friendly amenities, where a program or a sporting activity could be conducted. The D&H put together all those ideas and brought into existence Farview Park, on the Moosic Mountain.

Farview Park was opened in September 1885, and the Carbondale Mozart Band picnic and excursion on Friday, September 18, was announced in the *Carbondale Leader* of September 15 [Tuesday], 1885 (p. 4): "**SWEET STRAINS ALL DAY.** / The Mozart Band picnic and excursion to Farview comes off on Friday [the 18th]. Everybody is going because it is going to be the 'boss' excursion of the season. It will be one continuous open air concert all day long. The tickets for the round trip are being sold for forty cents and are good on any regular train. The excursion train conveying the band to Farview will leave at 9 a. m. and of course that is the best train to go on. Refreshments will be served on the grounds and also cool and refreshing temperance drink, so that it will really be unnecessary to take a lunch with you, though of course

you may do so if you choose. Make your arrangements to go with them if you want a day of pleasure.” (*Carbondale Leader*, September 15, 1885, p. 4) The excursion was an unqualified success.

Of what did Farview Park consist? A park of more than 600 acres, about 30 of which were improved as a picnic ground; more than 20 buildings, the largest of which was a pavilion, 175 feet long by 35 feet wide, and built with four wings; swings, rustic seats, tennis courts, football and baseball grounds, shaded walks, open vistas, pure drinking water, from one of the best springs on the Moosic Mountains, from which the Del. & Hud. Canal Company draws 75,000 gallons daily, and two observatories, from the higher of which, at 2,345 feet above sea level, more than 20 cities and villages and 17 lakes could be seen.

Who were these visitors to Farview Park: social, civic, religious, fraternal, professional, and family associations and organizations of all kinds, as well as vast numbers of working men and their families, all eager to take a day’s vacation at the mountain-top picnic resort of the D&H.

In promoting the park, the D&H made it a point to give the elevation above sea level at various points in Farview Park and in nearby communities: Height above sea level: Carbondale, 1,079; Honesdale, 985; Ararat Summit, 2,023; Gravity Railroad summit, 1,947; Pavilion at Farview, 2,053; High Point, Farview, 2,328; the top rail of the highest observatory at Farview is 2,345 feet above tide."

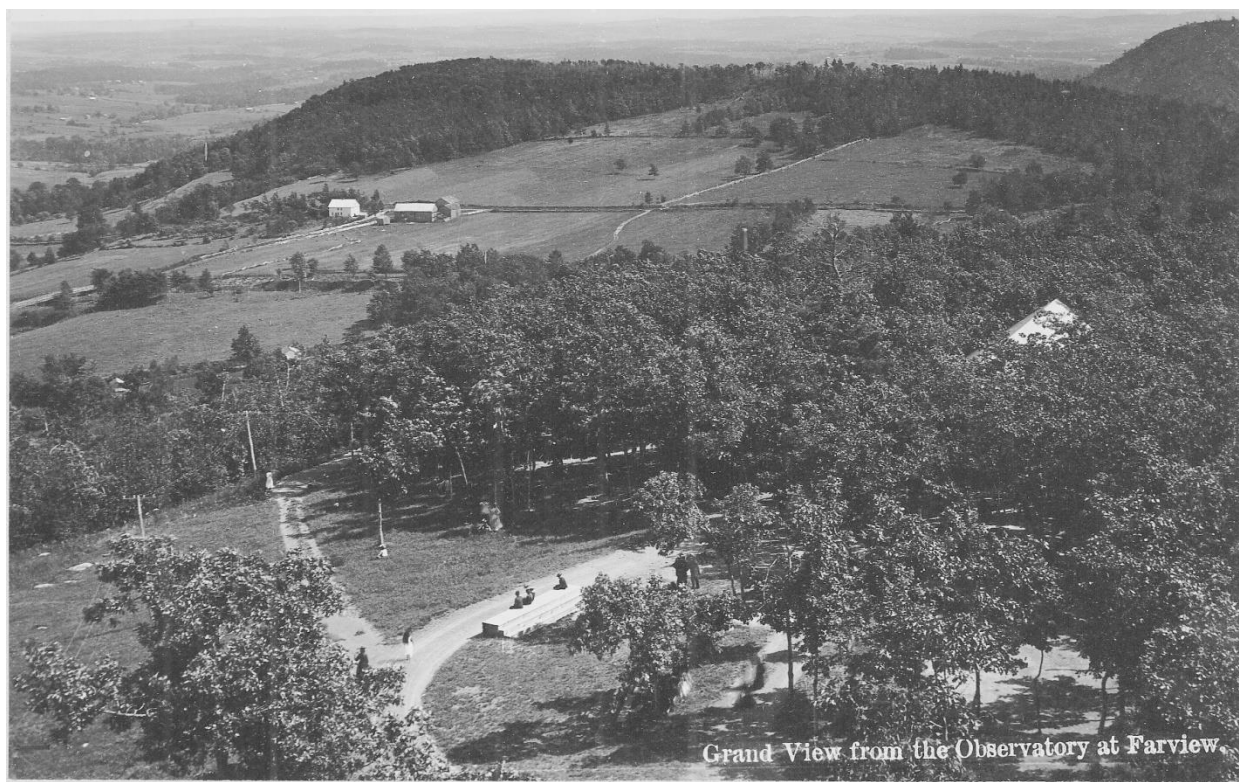
Unlike destinations such as Saratoga Springs, NY, and Newport, RI, Farview Park was not a “see and be seen” environment. One went to Farview Park to get away for a day of rest and recuperation, away from the daily and the mundane realities of anthracite mining and railroading, for the pleasure of the day’s outing on the mountain top with one’s family, colleagues, and like-minded people. One went there as well for special events: balloon ascensions, parachute jumps—among other attractions. And a good measure of the attraction of the experience was the pleasure associated with a ride over the Gravity Railroad from Carbondale to the top of the Moosic Mountain.

* * * * *

The two photographs included in this article are shown below.



"The Depot and Planes at Farview, D. & H. Gravity R. R.," photograph by Ludolph Hensel in *Orig. Photo. Souvenir of Del. & Hud. Gravity Road*, published by L. Hensel, Hawley, PA. The track on the left is Plane No. 20 (light track); the track on the right is Plane No. 9 (loaded track). Photograph in the collection of the Carbondale Historical Society.



Grand View from Observatory at Farview by L. Hensel. This photograph is included in *Orig. Photo Souvenir of Del. & Hud. Gravity Road*, published by L. Hensel, Hawley, PA. Photograph in the collection of the Carbondale Historical Society.

131. "Farview Park on the Moosic Mountain on the D&H Gravity Railroad" by S. Robert Powell was published in the *Bridge Line Historical Society Bulletin*, June 2021, pp. 1, 15-18, 45:

Farview Park on the Moosic Mountain on the D&H Gravity Railroad

By S. Robert Powell, Ph.D.

The picnic park that the D&H established at the summit of the Moosic Mountain at Farview opened in September 1885 (see article in *BLHS Bulletin*, May 2021, pp. 15-17, 19, 29). What may well have been the first excursion to the D&H's "new resort at No. 9 Gravity" was the one hosted by the Carbondale Mozart Band on September 18.

The D&H, at this time, produced a flyer about Farview Park, "The Mountain Top Excursion Resort on the Line of the Delaware and Hudson Railroad." From that flyer, we learn that special round-trip rates from many destinations were offered for parties of up to 500 persons, that half rates were charged children between the ages of 5 and 12, and that a special train would be made available for groups of 200 or more persons. A round-trip ticket from Carbondale cost 30 cents, from Honesdale, 40 cents. (In thinking about the cost of those tickets, it is important to keep in mind that \$1.00 a day, in the 1880s, was regarded as a very good day's wage.)



D&H Employee Picnic at Farview Park. Photo in the collection of the Carbondale Historical Society.

As soon as the park opened in the spring of 1886, community groups from throughout the Lackawanna and Wyoming valleys scheduled spring and summer excursions. As word spread in the local communities about the virtues of the D&H's new park on the Moosic Mountain, the size of the excursions to Farview, not surprisingly, increased with each passing week.

Remarkably, 500 persons, who filled 20 Gravity Railroad excursion cars, attended the excursion to Farview that took place on June 16, the purpose of which was to raise funds sufficient to cancel entirely the debt which hung over Carbondale's Memorial Park.



D&H Gravity Railroad Passenger Train Departing from Honesdale. Seen here are an open-air passenger car and two standard closed passenger coaches, as they begin their ascent of Plane No. 13. Photo by L. Hensel in the collection of the Carbondale Historical Society.

In the *Carbondale Leader* of June 11, 1886, we read: **“Farview in Demand.** / Farview is having an excellent patronage this summer. The following list so far scheduled for the present and next month shows that the D. & H. company will probably make a handsome amount out of it. They are lucky, however, in having so fine a resort. / Monday, June 14, Scranton and Honesdale Liederkrantz. Wednesday, June 16, Park Association, Carbondale. Thursday, June 17, Jackson-St. Baptist Church, Scranton. Wednesday, June 23, St. Luke’s Church, Scranton. Tuesday, July 20, Keystone Cornet Band, Carbondale. Wednesday, July 21, Sons of Temperance, Green Ridge. Friday, July 23, St. James Church, Jermyn.”

A summary statement for "This Week's Excursions at Farview" was published in the July 30, 1886 issue of the *Carbondale Leader*. The numbers are astonishing: about a thousand people attended the Odd Fellows' excursion, over 500 people attended the picnic of the Presbyterians and Congregationalists, and an estimated 6,000 persons visited Farview on the occasion of the picnic there of the Irish Nationalists of Lackawanna County. The writer for the *Carbondale Leader* remarked, prophetically, at the end of his report: "If Farview’s popularity keeps spreading as it has lately we shan’t be surprised some day to see an excursion coming from Buffalo or Chicago."

An interesting marketing opportunity for the D&H became available in 1886, when the Erie Railroad announced the opening of a new and short route from Carbondale to New York and return, via Honesdale. Potential excursion parties from New York City and the east, the D&H surely realized, could be encouraged to travel from Honesdale, via the D&H Gravity Railroad (five trains daily in 1886 each way between Carbondale and Honesdale) to the D&H's mountain-top excursion resort, Farview Park, and to Carbondale, via Level 20, through Shepherd's Crook. A morning and an afternoon train to New York City, accordingly, were scheduled from Carbondale's Union Depot: one way \$5, round trip ticket (good for ten days) \$6.75. By the closing years of the nineteenth century, excursion parties from New York City and the east to Carbondale were not uncommon.

By 1887, excursions to Farview Park took place almost daily, with large crowds. On July 20, the Jr. A. P. A. parade took place in Carbondale, after which the crowd spent the day on the summit of the Moosics at Farview Park, with music provided by the Mozart Band and Kent's Orchestra. Fifteen hundred excursionists took the 10:30 A.M. train to Farview. Subsequent trains carried up 22 more cars filled with excursionists, making a total of about 2,300 excursionists, the largest picnic of the year, to date, at Farview Park.

Rave reviews for Farview Park, from far and near, were published in local newspapers. The first several lines of the following announcement of the August 1887 engagements for Farview Park that was published in the *Carbondale Leader* of July 28, 1887 say it all:

“FARVIEW’S POPULARITY. / Still on the Increase—Dates for the Month of August. / Farview is in as much demand for August as in June or July, and more this year than ever before.

It is doubtful whether the D. & H. officials when they prepared this delightful spot ever anticipated such a popularity for it—an engagement nearly every week day for several months. No other place in this section had the ‘run’ which Farview is enjoying with no prospects of an abatement of the stream. Private parties go there almost daily and excursion parties who have been once announce their intention of going again, so delighted are they with the attractions, natural and artificial.”



Observation Tower at Farview Park. This is the higher of the two observatories at Farview, the top of which was 2,345 feet above sea level. From that vantage point, more than 20 cities and villages and 17 lakes could be seen. Photo in the collection of the Carbondale Historical Society.

In the write up in the August 11, 1887 issue of the *Carbondale Leader* of the excursion party from St. James' Catholic Church of Jessup to Farview Park (the largest picnic yet held at Farview), 78 loaded excursion cars carried the 3,500 excursionists to Farview Park. In that write-up, we read the following about Farview Park: "No place in Pennsylvania has ever had Farview's popularity and none deserves popularity more."

The Father Melley excursion on August 10, 1887, for the benefit of the Jessup Catholic church, was one of the largest, if not the largest, of the season. Trains from stations on the D. & H. road south brought about 2,200 excursionists to Carbondale. The number of visitors on the grounds at Farview was estimated at over 3,000.

In the spring of 1888, the D&H installed a branch track from Plane No. 9 to the Farview picnic grounds, a track that would convey passengers to within 200 feet of the pavilion in Farview Park. In April, 1888, yet another improvement was made at Farview: a commodious depot was constructed.

Detailed accounts of the hundreds of excursions to Farview Park from the opening of the park in 1885 to the end of the nineteenth century are given in Volume IX (290 pages) in the present author's 24-volume series on the D&H.

Given below are the basic facts about some remarkable Farview excursions from 1889 to the end of the century.

- Memorial Day Excursion, 1889: opening day for the season, 2,000 people attended
- September 10, 1889, Second Annual Temperance Reunion: 1,500 passengers transported to Farview Park in 40 Gravity passenger cars
- July 17, 1890, Apollo Social Club: balloon ascension and parachute descent by Thomas Greenleaf, 71 Gravity cars, between four and five thousand persons in attendance
- July 23, 1890, German Saengerbund: 34 Gravity cars used to transport attendees
- August 20, 1890, Hospital Benefit: 1,000 persons
- August 17, 1891, Apollo Social and Literary Club: parachute jump by Professor T. W. Greenleaf, three trips by the passenger train to get the crowd to Farview and return
- August 17, 1892, Apollo Social Club: Professors Baldwin and Greenleaf made balloon ascensions and parachute drops, both from an altitude of one mile before they cut their parachute from their balloon, 2,000 people attended
- August 25, 1892, Davies and Griffin benefit for two to three thousand poor and destitute children from Scranton
- Labor Day, 1892: 3,000 people to Farview, 95 Gravity Railroad excursion cars required
- September 1, 1892, the fourth annual tournament of the Carbondale Tennis Club: described as "the most successful set of matches ever played in northeastern Pennsylvania"

- July 4, 1893, Fourth of July celebration: 3,500 to 4,000 people at the annual celebration at Farview Park
- July 13, 1894, United Sabbath Schools of the Presbyterian, Methodist, Baptist, Episcopal, and - Congregational Churches of the City of Carbondale: 4,000 people attended
- August 14, 1894, The Fifteenth Annual Seven County Civil War Veterans Reunion: enormous crowd at the Park; "It took seven men half a day at Carbondale to count the money taken in from the stands at Farview."
- Up to August 15, 1894: forty thousand more people visited Farview Park in 1894 than visited the park in 1893
- Labor Day Celebration, 1894: 60 Gravity cars required to transport visitors to Farview, ox roast
- August-September 1894, Sixth Annual Tennis Tournament (The Delaware and Hudson Championship Cup): hosted by the Carbondale Tennis Club
- July 30, 1895, Carbondale Sunday Schools Combined Outing: 1,200 excursion tickets sold
- June 22, 1897, the United British American Societies of Northeastern Pennsylvania: excursion to Farview to commemorate the Diamond Jubilee of Queen Victoria, seven thousand people assembled in Farview Park to join in the festivities
- August 17, 1898, Picnic of the Methodist Sunday Schools of Jermyn, Carbondale, and Honesdale: 1,500 people in attendance

In 1898, the Erie Railroad incorporated a ride on the D&H Gravity Railroad and a visit to Farview Park (where luncheon would be served) on an Erie excursion departing from New York City on October 12, with a round trip fare of \$1.50. Ads for this excursion were placed in the *New York Tribune* and the *Brooklyn Eagle*.



Carbondale Tennis Club. Photograph by the Carbondale photographer, Pierce, in the Gritman Collection of the Carbondale Historical Society. Standing (left to right): Lillie Baker, Ann MacMillan, Will Lathrope, Lizzie Orchard, Frank Burr. Middle row: Charley Orchard, unidentified, Will Gritman, Nettie MacMillan, Nick Moon. Lower row: Dr. Meaker, Hattie Pascoe, Fannie Raynor, Mrs. Hoyt. Photo in the collection of the Carbondale Historical Society.

In the *Carbondale Leader* of April 14, 1899 (p. 5) it was announced that Farview Park would open, as usual, on Memorial Day, the Gravity-gauge D&H tracks having been widened to standard gauge. The Main Street Gravity station would no longer to be used. Passengers to depart from the Union Station in Carbondale. It was said to be a settled fact that efforts were put forward to give the resort a greater patronage than ever, and that the Erie would run a large number of excursions to Farview Park from New York City.

On Tuesday, May 30, the 1899 excursion season opened, and more than 2,000 persons went up to Farview Park. They traveled in about 30 of the old narrow-gauge open-air cars that had been

widened to standard gauge and fitted with glass fronts to keep out the cinders from the locomotive. The cars left from the city station and went up the mountain, not through the Gravity planes (Nos. 1-8, which were no longer used), rather up the former light track via Lookout Junction, White's Crossing, Shepherd's Crook, and on to Farview Park, the cars being pulled by a steam locomotive.

Farview's popularity as an excursion destination was not negatively impacted by the change in motive power in moving the excursion cars from Carbondale to the summit of the Moosic Mountain.

On June 2, 1899, the members of the New Century Club of Carbondale picnicked at Farview. On May 29, the members of the club and invited friends were entertained at the home of Miss Alice Butler on Canaan Street. A highlight of that evening was a presentation by Mrs. C. T. Meaker of a number of stereopticon views of a trip to Europe, with accompanying description read by Mrs. L. A. Bassett.

Up to 1899, the Erie Railroad had been kept out of the borough of Honesdale by the D&H. The end of the Erie tracks, therefore, was in Texas Township, half a mile to the east from downtown Honesdale. Passengers who wished to continue their rail journey from Honesdale to the west (Carbondale and beyond) had to de-train at the depot in Texas Township and transfer to a coach to reach the D&H depot in downtown Honesdale. In 1899 the Erie tracks were extended westward into downtown Honesdale, and a new Union depot erected on Main Street.

In June 1899, it was announced in the *Wayne Independent* that the rails that would be used to connect the Erie Railroad and the Delaware and Hudson in Honesdale had arrived and that Foreman Philip Ryan and his men were then engaged on the work of connecting the two roads.

Excursions would be run to Honesdale and Farview during the summer, it was announced by the Erie Railroad, from all points on the New York and Delaware divisions of the Erie Railroad, also from New York City. This new arrangement was a great convenience and meant a saving of time and money to the patrons of the Erie road. For the D&H, it meant increased passenger revenues, because through trains to New York City on the D&H were now possible. At this time, the Erie's Texas Township depot was closed and the former Delaware and Hudson depot at Honesdale was converted into a freight house.

On July 4, 1899, a "grand gala day" was celebrated at Farview, "the most attractive excursion resort in Pennsylvania," with a baseball game between two very popular local clubs, refreshments served by Hanley of Scranton, and a concert by Bauer's Band of Scranton.

The annual excursion of the Amaranth Club of Carbondale to Farview took place on July 17, 1899, and twenty railcars of excursionists spent the day at Farview. Highlights of the day

included a balloon ascension by Professor A. Randolph Parry of Rochester, two baseball games, and music for dancing provided by the Mozart Band. During the day, in addition, the Black Diamond Double Quartet of Scranton rendered some of the latest vocal and instrumental music.

On July 22, 1899, ten thousand excursionists (the largest crowd of the season) spent the day at Farview at the reunion of the Odd Fellows from Wayne, Luzerne, and Lackawanna Counties. The highlight of the day was the conferring of the degree of chivalry upon over twenty-five women and four chevaliers. It is the most elaborate ritualistic ceremony in the ritual of the order and held the attention of all present from start to finish.

On August 21, 1899, the Erie announced a midsummer excursion from New York (Newburg and Suffern) to Carbondale, "stopping at Beautiful FARVIEW." In the broadsheet about the excursion we read: "The midsummer glories of mountain and valley are nowhere more delightfully combined than in this region of which Washington Irving spoke in terms of highest praise more than fifty years ago. / Farview needs little description--it speaks for itself. A beautiful park on the mountain-top, observatories, charming walks and drives, and magnificent scenery, make it an ideal spot for a day's outing." Six hundred excursionists from southern New York, near Port Jervis and Monticello, came to Carbondale on this excursion.

The Delaware and Hudson Canal Company's Gravity Railroad ceased to exist on January 1, 1899. In the following thirteen months, the former Gravity line was converted to a standard gauge line, Shepherd's Crook was replaced with a switchback, and the South Canaan Loop was constructed. Excursions to Farview Park continued throughout 1899 as the former Gravity line was being converted to standard gauge.

In September 1899, the Erie Railroad hosted three weekly excursions to Carbondale. On September 9, the second excursion, 763 excursionists from Patterson, Newark, Jersey City, and New York City came to Carbondale, with a stop at Farview Park on the way. Six days later, on September 15, 1899, another Erie excursion, in two sections, from New York arrived in Carbondale. There were 972 people in this excursion, which also stopped at Farview Park.

Those Erie excursions were the final rail excursions to Farview Park, which closed permanently that September. From September 1885 to September 1899, Farview Park had served as a major excursion and recreational destination on the D&H on the Moosic Mountain above Carbondale. During those years, in twelve regular closed passenger cars and thirty-six open-air excursion cars, the D&H transported as many as 15,000 passengers a day to Farview Park.

Rail service on the D&H between Carbondale to Honesdale (without the added attraction of Farview Park) continued, of course, as usual. On February 1, 1900, the South Canaan Loop was completed, and the standard-gauge rail line from Carbondale to Honesdale, known as the Honesdale Branch of the Delaware and Hudson Railroad, opened.

In the years that followed, the D&H, at Lake Lodore, at the base of the Moosic Mountain at Waymart, working with a group of prescient entrepreneurs in Wayne County for their mutual benefit, formed the Lake Lodore Improvement Company (LLIC) and brought into existence a first-class excursion destination and resort, Lake Lodore Amusement Park, and once again, the D&H became an active participant in the recreation industry in northeastern Pennsylvania. That joint endeavor, like the history of Farview Park, is an interesting story, and it is one that we will tell in this column as we move forward.

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132. "Lake Lodore Amusement Park on the Honesdale Branch of the D&H" by S. Robert Powell was published in the *Bridge Line Historical Society Bulletin*, July 2021, pp. 15-18, 19:

Lake Lodore Amusement Park on the Honesdale Branch of the D&H

By S. Robert Powell, Ph.D.

A rail transportation system, a beautiful body of water (preferably in the country), and an amusement park constitute a winning combination for all concerned: those who control the transportation system, those who control the body of water, and those who control the amusement park.

With that in mind, a group of prescient entrepreneurs, at the very beginning of the twentieth century, formed the Lake Lodore Improvement Company (LLIC), which owned not only Lake Lodore (originally named "Stanton's Pond", but renamed Lake Lodore, after "*The Cataract of Lodore*", a poem written in 1820 by the English poet Robert Southey, in which he describes the *Lodore Falls* on the *Watendlath* in England) but also Elk Lake and Keen's Pond in Wayne County, and brought into existence a first-class excursion destination and resort, Lake Lodore Amusement Park, and a lucrative ice harvesting business on Keen's Pond.

The LLIC was organized under the laws of Pennsylvania, and its capital stock was valued at \$150,000. The stockholders were all residents of Wayne, Lackawanna and Luzerne counties. The directors were Charles Robinson, Scranton, president; M. W. O'Boyle, Pittston, first vice-president; Edmund J. Robinson, Scranton, second vice-president; James J. Croghan, Scranton, treasurer; John H. Jordan, Scranton, secretary and general manager; William H. Malia, Scranton, Assistant general manager; Patrick McNally, Honesdale; John H. Foy, Pittston; and R. W. Jordan, Scranton.

It was Patrick McNally of Honesdale who was charged with the work of clearing the lake and making the park. From *Centennial and Illustrated Wayne County*, we learn that "Patrick

McNally, who was one of Honesdale's representative men, was born in county Mayo, Ireland, on March 17, 1845, and at the age of twelve years he came with his parents to Honesdale. For four years he was employed in the Tracyville glass-factory and then worked for the D. & H. Canal company until 1865 when he opened a grocery and canal supply store. When the canal was closed he retired from business but shortly afterward invested largely in the Lodore enterprise."

The scenery, as one approaches the park via the Honesdale Branch of the D&H, and the park itself, are described as follows in *Centennial and Illustrated Wayne County*: "**LAKE LODORE**—Among the numberless mountains of Wayne county there are seventy-six lakes. The largest of these, as well as the most beautiful, is Lake Lodore. It is approached by the Honesdale branch of the Delaware & Hudson railroad which, by a gentle grade, winds down the mountain south of Farview, affording the passenger a view of surpassing loveliness and grandeur. Nothing on the line of the Delaware & Hudson railroad between Wilkes-Barre and the Adirondack mountains matches the scenery of this ride, and the excursionist's ecstasy is not yet spent when he is landed in the shade of a magnificent grove on the shore of Lake Lodore.

"Few belts of woodland hereabouts have been so well preserved as this. It is still primitive forest with many trees several feet in diameter. The undergrowth has been cleared, leaving pleasant greensward intersected by a stream which is spanned by rustic bridges. Scattered through the great grove are refreshment stands, summer kitchens, swings, seats, etc., all connected by serpentine paths and smooth roads protected from the sun's rays by overhanging boughs. At Lake Lodore all is cool and comfortable even on the hottest days in midsummer. / One of the chief features of the grove is the dance pavilion, the largest and most artistically designed in this entire region. It is two stories in height with sliding glass windows on the second story. A balcony containing three rows of seats extends around the entire building. The orchestra gallery consists of an elevated platform or stage reaching out from an alcove in the middle of the eastern side. A sea-shell-shaped sounding board behind the orchestra rolls back the melody to every part of the great pavilion. The floor of the pavilion is of highly polished wood. It is 60 x 126 feet, and not a single pillar or column obstructs the entire area of 7,560 square feet. The building is constructed so that it may be closed up and used as a great convention hall or a magnificent theatre.

"Through the vista of the trees in the grove is seen the placid bosom of the water. The lake has an area of 300 acres and an ever-winding shore line of more than five and a half miles. Its scenery varies from gently sloping meadows to a precipitous cliff, from the top of which there is a sweeping view of mountains and valley twenty miles north and fifteen miles to the south. Two large and elegantly finished naphtha launches glide over the waters of Lake Lodore and hundreds of row boats dot its silvery surface. Naphtha launches are the safest and most comfortable craft afloat, so safe that engineers of naphtha launches are not required to take out a government license as are engineers of steam launches and other boats run by power. The row boats are light, safe and easy of manipulation."

The D&H, for its part, went all out to erect an elaborate passenger station at Lake Lodore, which is described in a mitigation document that was written when a Federal prison was erected at the summit of the Moosic Mountain, as follows: “The Lake Lodore Station, built in 1900, consisted of a 48’- 8” x 16’-0” passenger station centered atop an elongated (257’-3” x 30’-6”) raised platform located along the eastern side of the rail line. Built atop a slight hill slope, the platform featured three sets of stairs on its eastern side that allowed passengers leaving the Lodore resort to reach the covered platform level and station.

“About 20 feet west of the platform, six sets of stairs provided passengers access to the tracks situated at a yet higher level than the station. The platform featured three pairs of 16-foot-long wooden benches evenly spaced north and south of the centrally located station. Gable roofs extended north and south from the station building to provide cover from the elements to passengers waiting to disembark. The platform roofs were supported by wooden posts with up-braces and sheathed with corrugated metal. Its interior space was divided into an office with a bay window overlooking the rails in its northern third and a waiting room with four wooden benches lining the side walls forming its southern portion.

“The station building also featured corrugated-metal sheathing on its main, gable roof, and extended shed-roof porches along its western and eastern sides. ‘Lake Lodore’ was painted on the roof slope facing the rail line. A central cupola with shaped shingles crowned the building. White pine vertical siding sheathed the upper and lower exterior wall surfaces; horizontal novelty siding composed a window-height band encircling the building’s exterior. Interior finishes included yellow pine vertical paneling on the walls and ceilings, crown molding, chair rails, and corner blocks that ornamented the window and door surrounds.”



Lake Lodore Passenger Station on the Honesdale Branch of the Delaware and Hudson Railroad. The original of this photograph is in the archives of the Bridge Line Historical Society, and has been scanned for publication by BLHS member, Mike Bischak.

Lake Lodore Amusement Park opened in 1898, with rail access to the park from Honesdale via D&H rails to Waymart and to Lake Lodore (these rails were connected to the D&H rail line from Carbondale when the South Canaan Loop was completed). On February 1, 1900, the South Canaan Loop was completed, and the standard-gauge rail line from Carbondale to Honesdale, known as the Honesdale Branch of the Delaware and Hudson Railroad, opened, which made possible rail access to Lake Lodore Amusement Park from Carbondale.

In the park were many of the latest attractions of contemporary amusement parks and resorts. The four primary attractions on the site were a deluxe carousel (one of the splendid hand-carved wooden horses from this carousel is said to be on display at present in the foyer of one of the Disney buildings in Florida), a Shoot the Chutes ride, a dance pavilion, and two Naphtha-powered passenger launches on the lake.

Like Farview Park, the Lake Lodore Amusement Park attracted excursion groups from throughout the Lackawanna and Wyoming Valleys. In June 1917, the D&H hosted an excursion to Lake Lodore for 3,000 of its employees. Also in 1917, Kingston Coal Company workers, 2,400 in number, participated in an excursion to Lake Lodore.

In the biographical portrait of George Chapman that was published in *The Delaware and Hudson Railroad Bulletin*, pp. 3-4, 13, January 1, 1938, we read the following about Lake Lodore in the period between 1898 and the beginning of World War I:

"More than 1,500,000 excursionists were carried on Delaware and Hudson trains from points on the Pennsylvania Division to Lake Ladore, on the Honesdale Branch, during the summer seasons of the years between 1898 and 1917, according to retired Conductor George Chapman who ran trains in this service throughout the entire 20-year period. / When the excursion season was at its height each year as many as 2,500 people rode on each of several two-engine, 25-car trains originating at various cities in Lackawanna and Wyoming Valleys, almost daily. Despite the fact that at points the single track Honesdale branch was built on grade which rose 121 feet to the mile, two 700-class locomotives, one at the head end and another behind the seventh car, were all that were needed to handle these long trains. The coaches were equipped with retainer valves when built at the Carbondale Car Shops enabling engineers to control the terrain on the steep descent of the return trip as easily as a five-car train could be handled ordinarily. To the best of Mr. Chapman's knowledge none of the one and a half million excursionists carried was injured and none of the cars in this service was ever damaged or derailed. . . The last excursion train operated from South Scranton to Lake Ladore in 1917, and consisted of 25 cars, all loaded to capacity."

Thomas J. McCawley was a D&H engineer whose engine frequently pulled excursion trains to Farview and Lake Lodore. In McCawley's biographical portrait in the April 1, 1936 issue of *The Delaware and Hudson Railroad Bulletin*, pages 51-52, 60, we read: ". . . Beginning in 1899 Mr. McCawley handled various extra passenger runs, both on the main line and the Honesdale

Branch. Frequently he pulled excursion trains to Farview, and later to Lake Ladore. Once on a test run, two small engines, the 270 and 271, pulled eleven cars up the 2.2 per cent grade out of Carbondale."

On April 6, 1917, the United States declared war on Germany and entered World War I. Lake Lodore Amusement Park closed when war was declared. At the end of June 1917, all passenger service on the D&H came to an end.

During the war years, the park, of course, remained closed. Following the war, we read in the mitigation document referenced above, "the D&H attempted to renew its excursion service to Lake Lodore but found the [Lake Lodore] Improvement Company uncooperative and unwilling to invest the capital needed to prepare the resort for opening." In 1920, the D&H again tried to host excursion service to the park, but was not able to do so. Data about Lake Lodore Amusement Park in the post World War I years is either non-existent or not publically available.

FIRST ANNUAL D. & H. FIELD DAY

(ALL DEPARTMENTS)

AT

LAKE LADORE

SATURDAY, AUGUST 15, 1925

BASEBALL

PENNSYLVANIA DIVISION vs. ALBANY GENERALS

3:30 P. M.

MARRIED MEN vs. SINGLE MEN

11:30 A. M.

SPORTS

<i>100-Yard Relay Race</i>	<i>Fotato Race</i>	<i>Amateur Boxing</i>
<i>Running Broad Jump</i>	<i>Sack Race</i>	<i>100-Yard Dash</i>
<i>Three-Legged Race</i>	<i>Fat Man's Race</i>	<i>Tug of War</i>
<i>Swimming and Boat Races</i>	<i>Shot Put, Etc.</i>	

ADDED EVENTS FOR LADIES AND CHILDREN — PRIZES TO BE AWARDED

AMUSEMENTS

Boating Swimming Dancing Midway, Etc.
Refreshments Served

MUSIC BY BATES & NIESEN'S ORCHESTRA

EVERYBODY WELCOME

Program of activities for the *First Annual D. & H. Field Day* at Lake Lodore Amusement Park on Saturday, August 15, 1925. This program for the day was published on the back cover the August 1, 1925 issue of *The Delaware and Hudson Company Bulletin*.

Remarkably, the *First Annual D. & H. Field Day* took place at Lake Lodore Amusement Park on August 15, 1925. A highly detailed account of the events of the day was published in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin*, on the cover of which is a collage of photographs that were taken at that field day.

Here are excerpts from the article about that field day that is given in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on pp. 5-6, 14:

"Day and Night of Pleasure / Thousands of Happy Folk Thoroughly Enjoy First Annual Outing of Pennsylvania Division Employees, at Lake Ladore / LAKE LADORE, on our Honesdale branch, again is blossoming into prominence... The climax came on Saturday, August 15, when between six and seven thousand people--employees from every department of the Pennsylvania division, members of their families, and friends--together enjoyed the lake and its many side attractions in celebration of their First Annual Field Day. The climax was indeed a surprise. It eclipsed the fondest hopes of those who had promoted the event. Truly, it was a record breaker from the word 'go.' / And the aftermath has been one of general approbation. All who enjoyed the many features of the day agree that nothing was lacking. Surely it was a happy thought when J. J. BRENNAN, master mechanic on the division, and few close associates conceived the idea that made it possible. With no precedents to guide them, however, they were hazarding a guess. But it was a good one, nevertheless, for its announcement at once strummed a popular chord of sentiment and from the very outset indications were that the day, if weather conditions were favorable, would see a good response to the invitation to participate in a get-together wherein good fellowship was to predominate without restraint.

"Even with this encouragement to urge on the preparations, it still remained to see what the day might develop. Whatever uncertainty there was, moderated considerably as the time for the outing approached, but it was not until Saturday morning, when at about 10 o'clock, it looked as if all of Carbondale was turning out for the day, were all hopes set at ease. / The station afforded a heart-warming scene. Gathered there was a crowd that filled the waiting room and platform--a happy, congenial crowd of men, women and children, in not a few instances, entire families. Men from every branch of the service--mechanical, transportation, maintenance of way, coal storage, and accounting departments were here represented--mingled together in a most pleasant sort of way. Shortly a train from Wilkes-Barre arrived, having picked up en route some eight hundred other jolly folk, and at once the scene changed to that of a family reunion as cordial greetings were exchanged. Meanwhile, a steady stream of motor cars was wending its way up Canaan street and over the Moosic mountain, following in places the trail of the old gravity railroad to the lake....At one time upward of a thousand automobiles taxed the capacity of a large parking field nearby [emphasis added].

"The midway afforded day and night attractions and there had been arranged, also, a sports program that continued in progress for several hours. A Marathon race starting at 7th street,

Carbondale, and ending at the lake, inaugurated the athletic events, with John Chapin leading a field of twelve starters. JOE DUNLAP of the Motive Power department finished second; 'Silent' Cawley of Moosic, Pa, third; and William Schoonover, fourth.

“A baseball game between the married and single men marked the opening of the field sports [at 11:30 A.M.], and despite the unevenness of the grounds, was rather well played... / Long before the game was over, 'Arch' Morgan, physical director at the Young Men's Christian Association in Carbondale, and RAY ROBINSON of the Engineering Corps, as announcer, were chafing uneasily to start the running, jumping, and other like events. When at last they got the field, the sidelines were pressed so strongly by eager onlookers as many times to threaten the continuance of such sports... The ladies' events were contested in equally as fine spirit and created the same excitement as did those arranged for the men... During the time that the events at the lake were in progress, the [Albany] Generals and the Pennsylvania division [baseball] team were battling their way through an interesting contest that ended a 13 to 11 victory for the former... In the dancing pavilion, following the game, more entertainment was in store. A First Aid Contest between a Motive Power department team and a Car department team was won by the latter...

“Boxing in several classes followed and the close attention given by the crowd that filled every bit of available space within the hall, was broken only by the almost continuous applause that urged one contestant or another to greater efforts... A ten-minute wrestling match to a draw between 'KID' PONZI and MILO FITCH proved a worthwhile feature as did the boxing bout between 'Bob' and Walter Hodge, the six and eight-year old sons of LOUIS HODGE of Oneonta, a Susquehanna division trainman, who are well known to all boxing fans among our employees and never fail to make a decided hit wherever they appear.

“Cash prizes to the amount of \$265 were awarded during the day and evening as were a score or more contributions of real value made by Carbondale and Scranton merchants, and by employees. / Dancing [music by Bates & Niesen's orchestra] brought the day to a close and proved a delight until the hour of departure of the special train at 11 p. m.

“The officials of the Company, headed by H. F. BURCH, assistant general manager, were a part of the happy gathering throughout the day and evening, and there were also present, several officials from other railroads; E. J. Healey, mayor of Carbondale, and 'Jack' W. Holder and 'Bill' Davidson, federal inspectors. / A golf tournament and dinner at the Crystal Lake Country Club was the Sunday entertainment arranged for the official party... J. J. BRENNAN, master mechanic, was chairman of the general committee in charge of the entire program, and the sub-committees were headed as follows: Finance, T. A. MACKIN, general roundhouse foreman at Wilkes-Barre; refreshments, M. J. CANTWELL, assistant trackman; publicity, JOSEPH PHILBIN, chief clerk to the division engineer; athletics, Archie Morgan, physical director at the Carbondale Y. M. C. A.; grounds, M. J. MCDONOUGH, division engineer; and dance, J. Sullivan.”

The “Second Annual D. & H. Field Day” took place at Lake Lodore on Saturday, August 14, 1926. A write-up on the “Second Annual D. & H. Field Day” was not published in the September 1 issue of the *Bulletin*, but is probably published in the September 15, 1926 issue. Regrettably, a copy of that issue of the *Bulletin* is not in the holdings of the Carbondale D&H Transportation Museum.

From the announcement of the upcoming event, we do know that two baseball games were planned: one between the Pennsylvania Division and the Albany Generals, beginning at 3:30 P.M., and one between the Car Department and the Roundhouse, beginning at 10 A.M. Other sporting events planned for the day were: 100-yard dash, potato race, running broad jump, sack race, three-legged race, fat man's race, shot put, tug of war, pie eating contest, and swimming and boat races.

Second Annual D. & H. Field Day

(ALL DEPARTMENTS)

—AT—

LAKE LODORE

SATURDAY, AUGUST 14, 1926

BASEBALL

PENNSYLVANIA DIVISION vs. ALBANY GENERALS

3:30 P. M.

CAR DEPARTMENT vs. ROUNDHOUSE

10:00 A. M.

SPORTS

*100-Yard Dash Potato Race Running Broad Jump
Sack Race Three-Legged Race Fat Man's Race
Shot Put Tug of War Pie Eating Contest
Swimming and Boat Races*

PRIZES FOR ALL EVENTS

AMUSEMENTS

*Boating Swimming Dancing Midway, Etc.
Refreshments Served*

EVERYBODY WELCOME

Program of activities for the *Second Annual D. & H. Field Day* at Lake Lodore Amusement Park on Saturday, August 14, 1926. This program for the day was published on the back cover the August 15, 1926 issue of *The Delaware and Hudson Company Bulletin*.

With the exception of the two D&H Field Days to Lake Lodore Amusement Park in 1925 and 1926 (and possibly a few others for which we have not found records in the public press or in local archives), group travel by rail to parks like Lake Lodore came to an end after World War I. What happened? Why did rail excursions to Lake Lodore Amusement Park come to an end after World War I? The answer to that question is given in the account of the 1925 D&H field day given above. Therein, we read: “At one time upward of a thousand automobiles taxed the capacity of a large parking field nearby.”

Following World War I, travel by rail, for better or for worse, was popularly regarded as “old fashioned”; travel by automobile was the latest thing. The rest is history.

Operations on the Honesdale Branch of the Delaware and Hudson Railroad ceased at midnight on September 9, 1931, and removal of the tracks commenced on July 15, 1932, and was completed on April 28, 1933.

Lake Lodore Amusement Park, like Farview Park, had its day in the sun. Those parks no longer exist, but they, and the railroads that made them possible, the Delaware and Hudson Gravity Railroad and the Honesdale Branch of the Delaware and Hudson Railroad, are now, thanks to the works of D&H historians of the past and present, integral components in the history of rail transportation in America.

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133. “*Delaware and Hudson Bulletin* Collection Donated to UAlbany Archives by Carbondale Historical Society” by S. Robert Powell, Ph.D. was published in the *Bridge Line Historical Society Bulletin*, September 2021, pp. 16, 18:

***Delaware and Hudson Bulletin* Collection Donated to UAlbany Archives by Carbondale Historical Society**

By S. Robert Powell, Ph.D.

Every issue of the *Delaware and Hudson Bulletin* is filled with accurate data about the D&H and its employees that is not reported anywhere else by the D&H or in any other publication. As such, these *Delaware and Hudson Bulletins* are all documents of immense historical value.

Early 1921 is the starting date of the publication of the *Delaware and Hudson Company Bulletin*. An excellent account of the early history of the *Delaware and Hudson Company Bulletin* is given on page 2/inside front cover of the January 1, 1925 issue, as follows:

“Appreciating the desirability of placing before its employees information having to do with the Transportation Industry, the Management of The Delaware and Hudson Company started, early in 1921, the issuance of ‘THE BULLETIN’ which has since been known as our semi monthly employees’ publication. Except with one change in form, *The Bulletin* has continued as an eight-page paper up to the present time [1925]. Need for additional reading space and a volume of more convenient size has been apparent for some time and, in response to this demand, a larger *Bulletin* makes its debut with this issue. It will permit of a more diversified arrangement of topics and will merit continued interest.”

Only one issue of *The Bulletin* for the period 1921-1924 has come down to us, Volume 3, No. 23-24, December 1, 1923 (which was donated to the Carbondale Historical Society in the spring of 2009 by Pete Grant of Hampstead, NC). Over the years, as a consequence of an aggressive search and acquisition process directed by John V. Buberniak and S. Robert Powell, 224 additional issues of *The Bulletin* were added to the library of the Carbondale Historical Society and Museum.

In the period 1921-1924, *The Bulletin* was an 8-page (pages 8 ½” x 11”) monthly publication; page size was reduced to 6 7/8” X 10” beginning January 1, 1925, when *The Bulletin* became a semi monthly publication. Beginning with the February 15, 1925 issue (or possibly with the January 15 or February 1 issues in 1925, copies of which are not in the collection of the Carbondale Historical Society and Museum), *The Bulletin* became a 16-page publication. (The January 1, 1925 issue has 20 pages.)

Beginning with the May 1, 1930 issue, the name of this D&H publication was changed from “The Delaware and Hudson Company Bulletin” to “The Delaware and Hudson Railroad Bulletin.”

The latest/most recent copy of *The Delaware and Hudson Railroad Bulletin* in the collection of the Carbondale Historical Society is dated May 1, 1938. Was that the final issue? If there were issues published after that date, we can only hope that they will surface in the years ahead and that they will be preserved for the benefit of the historical record of the Delaware and Hudson Company.

On June 5, 2021, the original paper copies, plus electronic copies (searchable pdf files) of all 225 issues (3,942 pages) of *The Delaware and Hudson Railroad Bulletin* in the collection of the Carbondale Historical Society were donated to the Bridge Line Historical Society for inclusion in the UAlbany Archives. Here, for the record, are the publication dates of those 225 issues:

1923 (12/1), **1925** (1/1, 2/15, 3/1, 3/15, 6/1, 6/15, 7/1, 8/1, 9/1, 9/15, 10/1, 11/1, 11/15, 12/1, 12/15), **1926** (1/1, 1/15, 2/1, 2/15, 3/1, 3/15, 4/15, 5/1, 5/15, 7/1, 7/15, 8/1, 8/15, 9/1, 11/1, 11/15, 12/1, 12/15), **1927** (1/1, 1/15, 2/1, 2/15, 3/1, 3/15, 4/1, 4/15, 5/1, 5/15, 6/1, 7/1, 7/15, 8/1, 8/15, 9/15, 10/1, 10/15, 11/1, 12/1), **1928** (1/1, 2/1, 2/15, 3/1, 3/15, 4/1, 4/15, 5/1, 5/15, 6/1, 6/15, 7/1, 7/15, 8/1, 9/1, 9/15, 10/15, 11/1, 11/15, 12/1, 12/15), **1929** (1/1, 2/15, 3/1, 3/15, 4/1, 4/15, 5/1, 5/15, 6/1, 6/15, 7/1, 7/15, 8/15, 9/1, 9/15, 10/1, 11/1, 11/15, 12/1, 12/15), **1930** (1/1, 1/15, 2/1, 2/15, 3/1, 3/15, 4/1, 4/15, 5/1, 5/15, 6/1, 6/15, 7/1, 7/15, 8/1, 8/15, 9/1, 9/15, 10/1, 10/15, 11/1, 11/15, 12/1, 12/15), **1931** (1/1, 1/15, 2/1, 2/15, 3/1, 3/15, 4/1, 4/15, 5/1, 5/15, 6/1, 6/15, 7/1, 7/15, 8/1, 8/15, 9/1, 9/9, 9/15, 10/1, 10/15, 11/1, 11/15, 12/1), **1932** (1/1, 1/15, 2/1, 2/15, 3/1, 3/15, 4/1, 4/15, 5/1, 5/15, 6/1, 6/15, 7/1, 7/15, 8/1, 9/1, 10/1, 11/1, 12/1), **1933** (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12), **1934** (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12), **1935** (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12), **1936** (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12), **1937** (1, 3, 4, 5, 6, 7, 8, 9, 11, 12), **1938** (1, 2, 3, 4, 5).

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134. "Maps of D&H and Pennsylvania Coal Company Operations" by S. Robert Powell, Ph.D. was published in the November 2021 issue of *The Bridge Line Historical Society Bulletin*, pp. 14-15.

Maps of D&H and Pennsylvania Coal Company Operations

By S. Robert Powell, Ph.D.

Maps on which detailed and accurately portrayed data are presented are priceless documents to historians, and those among us who are interested in the history of the Delaware and Hudson Railroad, the D&H Canal from Honesdale to the Hudson River, and the Pennsylvania Coal Company's operations in northeastern Pennsylvania are indeed fortunate to be able to study and learn from some remarkable maps.

Here are the basic facts on the best maps of (1) the D&H Canal and Gravity Railroad, (2) the D&H steam lines in Lackawanna and Wayne Counties, Pennsylvania, and (3) the Pennsylvania Coal Company's Gravity Railroad in Luzerne, Lackawanna, and Wayne Counties, Pennsylvania.

Delaware and Hudson Canal: (1) D&H Canal Map volume owned by Exporail/Canadian Pacific: 109 maps, surveyed in 1854, maps drawn in 1856 by E. W. Weston, Honesdale, PA; revised in 1865. Electronic copies of this map volume are now in the collections of many members of the Delaware and Hudson Transportation Heritage Council, including the Carbondale Historical Society; (2) D&H Canal maps in three of the four D&H deed volumes in the collection of the Carbondale Historical Society: *Record of Deeds. New York Deeds to D. & H. C. Co. & Others*; *Record of Deeds. Pennsylvania Deeds Wayne, Pike & Susquehanna Counties to D. & H. C. Co. & Others*; *Record of Deeds: Pennsylvania Deeds Luzerne County to D. & H. C. Co. & Others*. Electronic copies of those maps are presented in Volume XXIII (pp. 505-665) of S. R. Powell's 27-volume *History of the Delaware and Hudson Canal Company*; (3) *D. G. Beers, Atlas of Wayne County Pennsylvania*, published by A. Pomeroy & Co., 1872; excellent maps of D&H Canal Basin and operations in Honesdale and the canal basin (D&H and PCC) in Hawley.

Delaware and Hudson Gravity Railroad: (1) *Map of the Village of Carbondale Luzerne Co. PA*, surveyed and published by P. Nunan in 1851. When the only impression of this map, 36" x 41", that is known to exist came into the collection of the Carbondale Historical Society it was "readable", even though it had been poorly laminated by a previous owner. This is the earliest known map on which the operations of the D&H Gravity Railroad in Carbondale are shown; (2) *Delaware and Hudson Canal Company. Gravity Railroad, Carbondale to Honesdale*, 1895 (scale is 200 feet to an inch; 18 plates, 30" x 21 ¼", drawn by W. E. Anderson, in the collection of the Lackawanna County Historical Society; (3) *D. G. Beers, Atlas of Luzerne County*

Pennsylvania, published by A. Pomeroy & Co., Philadelphia, 1873. See especially the maps of Carbondale, Carbondale City, Fell Township, Blakely, Peckville, Archbald, Gibsonburg, Olyphant, Providence, and Scranton.

Delaware and Hudson Canal Company (canal and railroad) in the Nineteenth Century:

Maps and descriptions of real estate in nineteenth century deeds: four D&H deed volumes, from the D&H office in Providence, PA, now in the collection of the Carbondale Historical Society. These are the only copies in existence of these four volumes. Three of those volumes contain deeds of real estate to the D. & H. C. Co. and one volume contains deeds of real estate from the D. & H. C. Co. Those four volumes are titled: (1) *Record of Deeds. New York Deeds to D. & H. C. Co. & Others*; (2) *Record of Deeds. Pennsylvania Deeds Wayne, Pike & Susquehanna Counties to D. & H. C. Co. & Others*; (3). *Record of Deeds: Pennsylvania Deeds Luzerne County to D. & H. C. Co. & Others*; (4). *Record of Deeds: Pennsylvania Deeds Luzerne and Lackawanna Counties from D. & H. C. Co.*

Delaware and Hudson Canal Company's Railroad, Honesdale Branch, Carbondale to Honesdale, March 1901; 23 map pages, 33" x 25", all drawn by W. E. Anderson. The only copy of this map volume that was produced is now in the collection of the Carbondale Historical Society. The 14 sidings on this rail line are named in the front matter in this volume and shown on the maps therein.

Delaware and Hudson Steam Railroad in Carbondale: (1) *Map of the City of Carbondale Lackawanna County Pennsylvania, 1909, From Actual Surveys By and Under the Direction of George William Tappan, Scranton, PA, October 18, 1909*; map pages are 22" x 14 ½, highly detailed maps of the Carbondale D&H Yard are given in this volume; (2) *D&H Main Line, Carbondale Yard, June 30, 1916*; (3) *Sanborn Map Co. Maps of Carbondale*, April 1930; 40 pages, 21" x 25", highly detailed map of D&H Yard on p. 24, included are detailed maps of D&H and NYO&W operations in Carbondale and Simpson.

Delaware and Hudson Steam Railroad in Scranton: (1) *Map of Providence and the City of Scranton from Atlas of Luzerne County Pennsylvania From Actual Surveys by and under the direction of D. G. Beers*, published by A. Pomeroy & Co., Philadelphia, PA 1873; (2) *City Atlas of Scranton, Pennsylvania*, G. M. Hopkins, C. E., Philadelphia, 1877; (3) *Sanborn Map Company's Insurance Map of Scranton, Pennsylvania*, April 1884 edition, also Volume III, 1956; (4) *Atlas of the City of Scranton and Borough of Dunmore*, published by L. J. Richards & Co., Philadelphia, PA, 1888, also 1899 edition, also 1918 edition by Volk & Kuehls; (5) *Atlas of the Wyoming and Lackawanna Valleys and Map of Luzerne and Lackawanna Counties, Penna. From Actual Surveys, Official Records and Private Plans*. Compiled and published by G. W. Baist, Topographical Engineer, 906 Walnut Street, Philadelphia, 1894; (6) *City of Scranton and Borough of Dunmore, Pennsylvania*, 1898; (7) *Scranton Pennsylvania, including Dunmore*, published by Sanborn-Perris Map Co., NYC, NY, 1898; (8) *Atlas of the City of Scranton and Borough of Dunmore, Lackawanna County, Pennsylvania*, Volk & Kuehls, Philadelphia, 1918.

Pennsylvania Coal Company Gravity Railroad: (1) *Map of Hawley, PA, 1860*, by M. S. & E. Converse, Publishers, Philadelphia. Copy in the archives of the Wayne County Historical Society. This is the earliest known map on which the operations in Hawley of the Pennsylvania Coal Company's Gravity Railroad are shown in detail; (2) Pennsylvania Coal Company map volume, containing 95 maps, 25" x 17", scale 1 inch = 200 feet, maps dated 1866, with data 1850-1897. Original paper copy of this volume, formerly in the collection of Louis DeNaples, is now in the collection of the Dunmore Historical Society. Electronic copies of this map volume (the 95 pages were each professionally photographed and the negatives were then professionally scanned) are now in the collections of many regional historical societies, including the Carbondale Historical Society; (3) D. G. Beers *Atlas of Luzerne County Pennsylvania*, A. Pomeroy & Co., Philadelphia, 1873: excellent maps of the PCC loaded and light tracks through present-day Luzerne and Lackawanna Counties, see especially the following maps: Jenkins and Plains Townships, Pittston, Jefferson Township, Pleasant Valley, Roaring Brook Township, and Dunmore; (4) *D. G. Beers, Atlas of Wayne County Pennsylvania*, published by A. Pomeroy & Co., 1872; excellent maps of PCC Canal Basin and operations in Hawley.

For detailed history of the PCC Gravity Railroad, see (1) *"The Gravity" History of The Pennsylvania Coal Company [Gravity] Railroad 1850-1885* by Mary Theresa "T. C." Connolly, 1972, and (2) seven volumes of S. R. Powell's *History of the Delaware and Hudson Canal Company*: IV, 576-597; XIV, 208-226; XVII, 618-662; XVIII, 347-348, 425-426; XXIII, 373-393; Volume XXIV, 367-390; and XXV, 224-315, 386-388, 395-399.

Delaware and Hudson Railroad: Right of Way and Track Map of Honesdale Branch from Carbondale to Honesdale, 1900-1931; 29 images, dated 1916. These maps are included in the PCC map volume referenced above. Electronic copies of this map are now in the collections of many regional historical societies, including the Carbondale Historical Society.

Such, then, are the basic facts on the best maps, in our humble opinion, of (1) the D&H Canal and Gravity Railroad, (2) the D&H steam lines in Lackawanna and Wayne Counties, Pennsylvania, and (3) the Pennsylvania Coal Company's Gravity Railroad in Luzerne, Lackawanna, and Wayne Counties, Pennsylvania.

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135. “The 1824 Delaware and Hudson Canal Company Map” by S. Robert Powell, Ph.D. was published in the December 2021 issue of the *Bridge Line Historical Society Bulletin*, pp. 16-18.

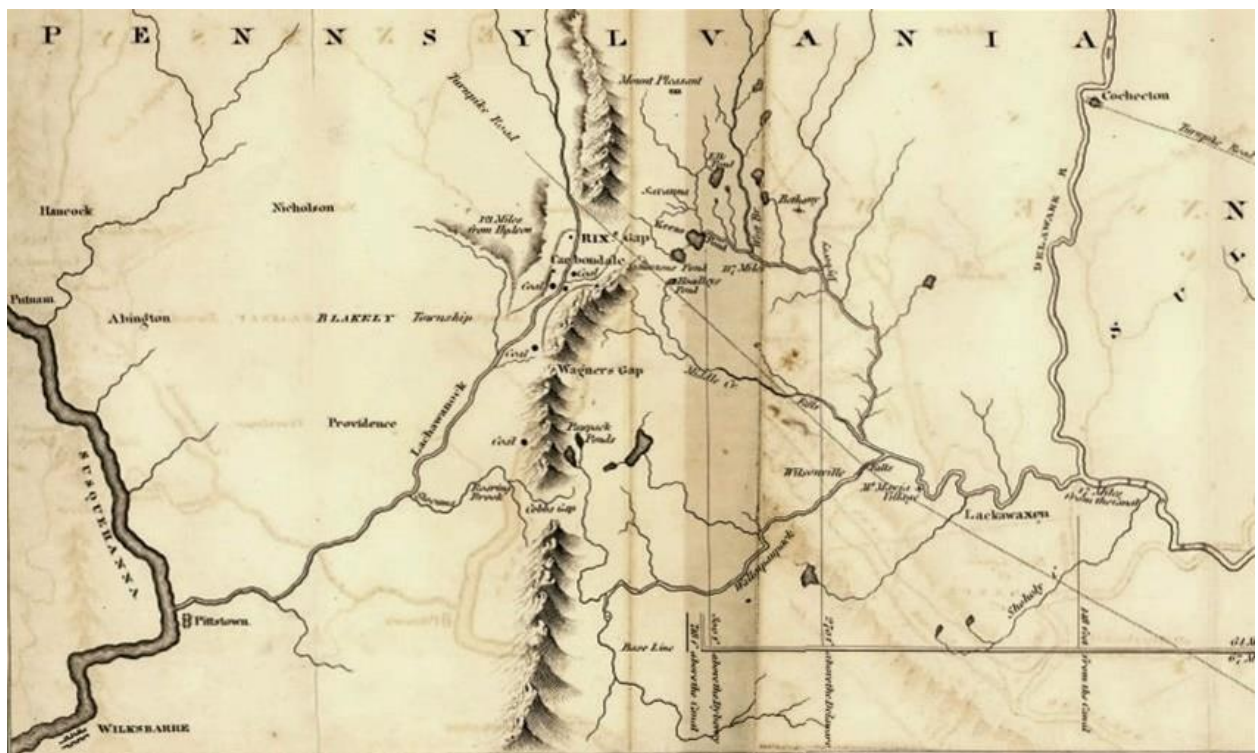
The 1824 Delaware and Hudson Canal Company Map

By S. Robert Powell, Ph.D.

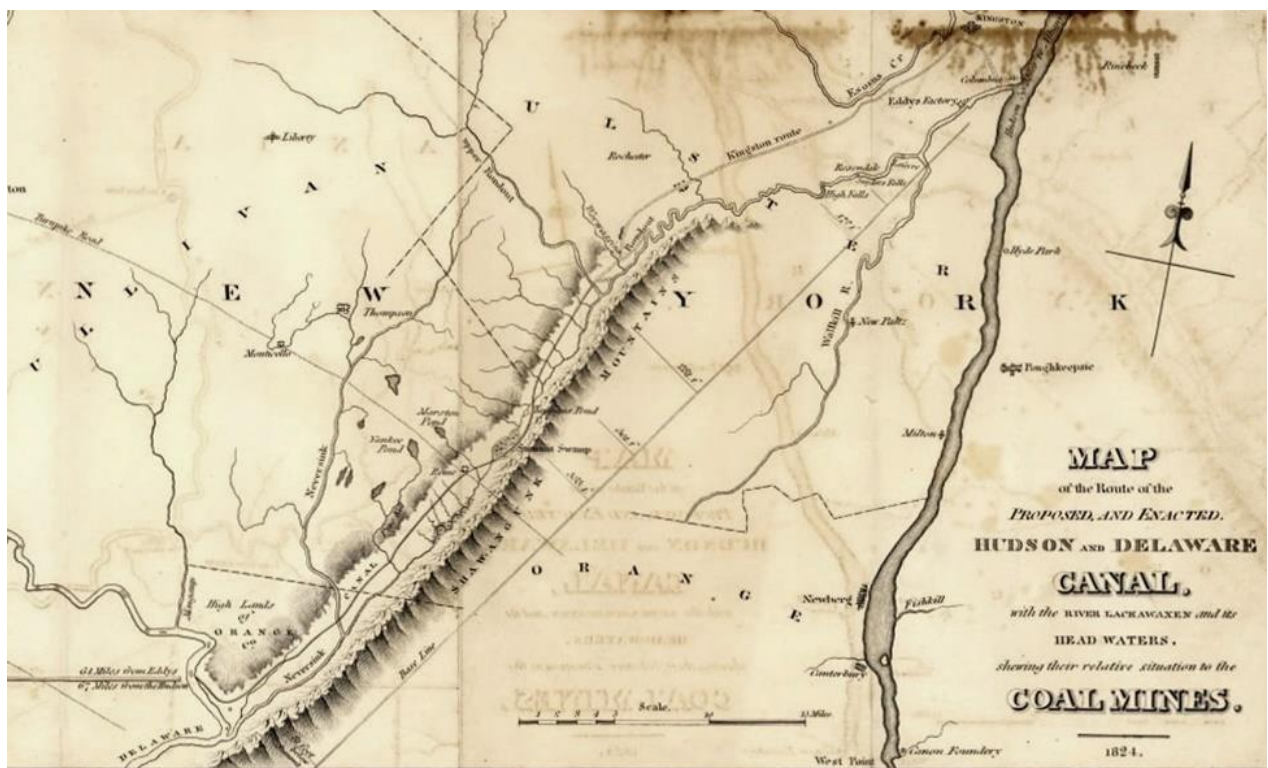
Benjamin Wright, the principal engineer in the building of the Erie Canal, was engaged in May 1823 by Maurice and William Wurts/the D&H to take measures to have a proper survey or running level carried over the country from “tide-water of the Hudson River, at the mouth of the Wallkill, up the valley of the Rondout and thence over to the Delaware River, and thence up the same to the confluence of the Lackawaxen, and thence up the Lackawaxen, to a point as near to the Coal Mine as possible” in order to ascertain the practicability and expense of constructing a canal over this route.

Wright deputized Colonel J. L. Sullivan and John B. Mills, two experienced civil engineers, to make the survey. During the summer and fall of 1823, the survey (completed in November 1823) was made, under the immediate supervision of the coal-mine proprietors, Maurice and William Wurts, and a map of the region, showing the proposed route of the D&H canal, was published in 1824. The name of the map is printed on the lower right-hand corner of the map: *MAP of the Route of The PROPOSED, AND ENACTED HUDSON and DELAWARE CANAL, with the River Lackawaxen and its HEAD WATERS, showing their relative situation to the COAL MINES. 1824.* Two copies of this 1824 map are known to exist: one in the archives of the Pike County Historical Society in Milford, PA, and one in the archives of the D&H Canal Museum in High Falls, NY.

Two details of this map are shown here: On the Pennsylvania portion of map, we see, on the western side of the Moosic Mountain, the village of Carbondale and the coal mines at the northern end of the Lackawanna Valley. Rix’s Gap, in the Moosic Mountain above Carbondale is also shown. On the eastern side of the Moosic Mountain we see Keen’s Pond and the junction of the Lackawaxen River and the Dyberry Creek (where the village of Honesdale would later be established), as well as the junction of the Lackawaxen River and the Delaware River, where Roebling’s Delaware Aqueduct would later be constructed. On the New York section of the map, we see the proposed Kingston route of the D&H Canal, along the western side of the Shawangunk Mountains, from Port Jervis to Rondout.



Pennsylvania section of the 1824 map



New York section of the 1824 map

This 1824 map would become a document of great value to the D&H in the following year, as we will explain below, when the D&H sought to get the attention of New York capitalists and investors and cause them to invest in the business venture proposed by the D&H Canal Company.

Market Development in New York City: With a proposed transportation route in mind between the coal fields of northeastern Pennsylvania and New York City, the Wurts Brothers then had to take the necessary steps to develop a market for their product, anthracite coal, in New York City. Accordingly, in 1824, they shipped, via rivers and canals, a substantial quantity of anthracite coal from the coal fields in northeastern Pennsylvania to Philadelphia, from where it was then shipped north to New York City on December 5.

On December 10, 1824, by the sloop *Tripler*, the first anthracite coal, from the coal fields of northeastern Pennsylvania, arrived in New York. The *Commercial Advertiser* of December 10 mentions the arrival of this cargo, with the comment that “our citizens will have the opportunity of examining and testing the quality of this coal, the rich mines of which it is intended to open to the New York market by means of a canal.”

Tontine Coffee House: The first 24 stockbrokers in New York City needed a place to conduct their business and had constructed the Tontine Coffee House, at the corner of Wall and Water Streets. The coffeehouse opened in 1794. The buying and selling of stocks took place on the second floor. The Tontine Coffee House was regularly filled with underwriters, brokers, merchants, traders, politicians, and well-heeled New Yorkers.

On January 5, 1825, the D&H set up a grate for burning anthracite coal in the Tontine Coffee House. On Friday, January 7, 1825, well-heeled New York City capitalists and investors, who had earlier been provided with copies of the 1824 map mentioned above in order to give them a good idea not only of the location of the anthracite fields owned by the D&H but also the proposed transportation system that they would construct to transport that coal to New York City, were invited to the Tontine Coffee House, which was well heated at the time by an anthracite coal fire in the grate therein.

At 12 o'clock, the subscription books of the Delaware and Hudson Canal Company were opened for the purpose of receiving subscriptions to the stock of the D&H. The interest of these potential investors in D&H capital stock was *warm* and immediate. (Subscription books were also opened at the Middle District Branch Bank in Kingston and at the Orange County Bank in Goshen.) On that day, January 7, 1825, \$1.5 million worth of shares were offered for sale by the Delaware and Hudson Canal Company. Before two o'clock in the afternoon the entire amount was subscribed to by investors who were interested in the D&H not only because of potential profits from its transportation system, but also because the company's charters from Pennsylvania and New York allowed it to purchase coal lands and engage in banking as well.

Side Note: On April 23, 1823, as is well known, the New York legislature passed a special act to incorporate “The President, Managers, and Company of the Delaware and Hudson Canal Company”. On April 7, 1824, the act to incorporate the Company was amended to authorize subscriptions to the capital stock up to the sum of \$1,500,000--instead of \$500,000 as originally provided for in the act of incorporation. On November 19, 1824, the New York Legislature also passed an act authorizing the Delaware and Hudson Canal Company to employ \$500,000 of its capital, actually paid, in the business of banking for 20 years. The notice announcing the opening of the subscription books is dated December 2, 1824, and is signed by Philip Hone, Lynde Catlin, Jonathan Thompson, and G. B. Abeel. “The shares are one hundred dollars each, and five dollars is to be paid upon each share at the time of subscribing.”

With \$1.5 million dollars then available, therefore, the D&H began construction, in July 1825, of its transportation system between the coal fields of northeastern Pennsylvania and the Hudson River. As such, the Delaware and Hudson Canal Company became the first privately financed million-dollar corporation in American history. That remarkable fact is underlined by Albert G. Rutherford of Honesdale, PA, who, in his article titled "James Archbald the Man Who Made the Gravity Go," published on pp. 9-12 of the July-August-September 2012 *Newsletter of the Wayne County Historical Society*, states: "Constructed in the 1820s, covering approximately 125 miles, and operating for seventy years, the D&H system was one of the outstanding engineering feats of the early 19th century, and the first privately financed construction project in the history of the then-young United States to cost over \$1,000,000.00." [emphasis added]

And so, largely because of the positive impact on investors of the map produced by the D&H in 1824, a map on which the location of its assets was identified, as was the route of the proposed transportation system that the D&H would construct to market those assets in New York City, the Delaware and Hudson Canal Company became, therefore, the first privately financed million-dollar corporation in American history.

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